

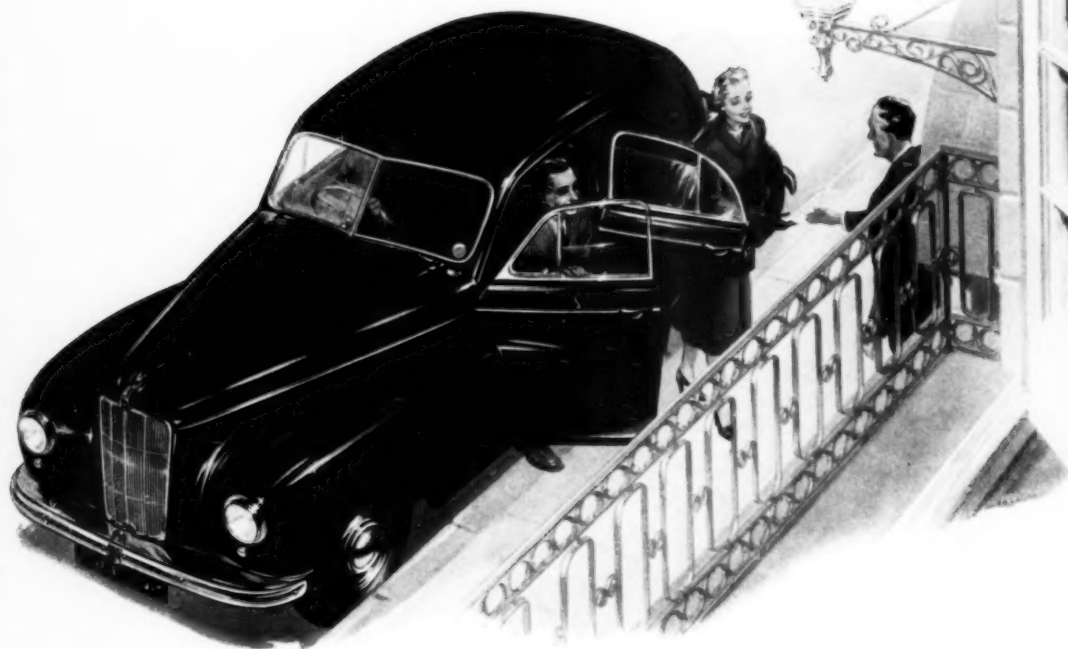
JANUARY 19, 1951

# *The Autocar*

FOUNDED 1895 LARGEST CIRCULATION

9<sup>d</sup>

The  
"Quality First"  
**MORRIS**



Morris Minor Saloon £299 (plus £83.16.1 P.T.) ● Morris Oxford Saloon £427 (plus £119.7.3 P.T.) ● Morris Six Saloon £525 (plus £146.11.8 P.T.)

*Priority must be given to essential exports.*



MORRIS MOTORS LIMITED, COWLEY, OXFORD. OVERSEAS BUSINESS: SUFFIELD EXPORTS LIMITED, OXFORD, AND 41 PICCADILLY, LONDON, W.1.

*The New*  
**GIRLING**

THE BEST BRAKES IN THE WORLD



*autostatic*  
**TWO TRAILING SHOE**  
**SELF ADJUSTING**  
**HYDRAULIC BRAKE**

*reduces*  
**BRAKE FADE**  
*to a minimum*

THOMAS WISDOM says  
a revolutionary  
braking system . . . .  
my verdict is . . . .  
THE GREATEST  
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it is efficient at  
EVERY SPEED.

CHOSEN AS  
STANDARD  
EQUIPMENT  
*for*  
BRITAIN'S FASTEST  
SALOON CAR  
THE NEW  
*Jaguar* MK VII  
TOGETHER WITH  
GIRLING HEAVY DUTY  
TELESCOPIC DAMPERS



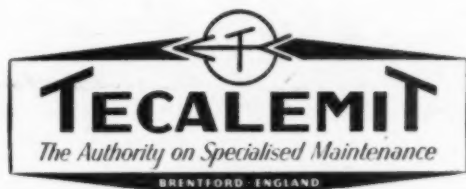


The Tecalemit Recorded Service Book ensures your car against risks that insurance does not cover: undue depreciation and mechanical breakdown due to oversight or neglect.

Every item of service rendered on each visit to your Tecalemit Garage is faithfully recorded so that you know definitely when all the

vital services, as recommended by the makers of your car, have been attended to. A wonderful check on undue depreciation and EXTRA insurance cover.

So make a point of taking your car regularly to your nearest Tecalemit Garage displaying the well-known Target & Arrow Sign.



LUBRICATION AND  
SERVICING EQUIPMENT

for every Industry

METERING  
AND FILTRATION  
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The Simmonds laboratories and testing plant are daily experimenting with new techniques in oil filtration and cleaning, and not only oil, but petrol and air filters and other forms of engine protection. Bye-pass and full flow filters incorporating paper as a filtering medium have been developed there.

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# APPRECIATION



Messrs. The Vigzol Oil Company Ltd.  
Vigzol House,  
Greenwich,  
S.E.10.

3rd November, 1950.

Our Ref: NLR/SHA/OAT.

Dear Sirs,

With the close of the competition season I wish to express my appreciation of your excellent product.

In events of such diverse nature as the Monte Carlo Rally, the Grand Prix d'Endurance at Le Mans, circuit racing at Silverstone and Goodwood and sprint events, both on the flat and hill climbs, I have had no hesitation in relying implicitly on your 'Climax' oil.

This oil has been equally efficacious in engines with different characteristics, such as the big 6.4 water cooled Cadillac used in the Le Mans car, and the air cooled Steyr in the sprint and hill climb Steyr-Allard.

To my mind the most valuable feature of 'Vigzol-Climax' is its fluidity at low, and its maintenance of viscosity at high, temperatures.

I shall certainly continue to use this oil during next season, and would add that I officially recommend its use in my standard productions fitted with the Ford engine.

Thanking you for your valued co-operation.

Yours faithfully,  
S.H. ALLARD.

"To my mind," writes Mr. S. H. Allard, "the most valuable feature of Vigzol 'Climax' is its fluidity at low, and its maintenance of viscosity at high, temperatures."

Here in a nutshell is the reason why **VIGZOL** is the oil for your car whether you go in for racing or are what is known as an average motorist. **VIGZOL** combines the three vital properties of the ideal lubricant—High Film Strength (Viscosity), Detergency and Anti-oxidation. It costs a little more but, after all, it pays to buy the best.

Ask your garage to drain and refill with **VIGZOL** at the first opportunity.

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All vocations, too, are  
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exhilarating motoring—with perfect safety—  
in the driving seat of an  
ALLARD SALOON

## NUWAY tailored CAR MATS

MAROON, GREEN, BROWN,  
BLUE, BLACK OR GREY.



CARPET PROTECTION

PLEASING APPEARANCE

REDUCED CLEANING

INCREASED COMFORT

10 YEARS' GUARANTEE

Whether you prefer car mats in colour, or natural shade, insist on  
NUWAY — the original link mat with more than 25 years reputation.

Obtainable through HALFORDS, Motor Agents and Accessory Suppliers.

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# High Performance means—



## **CROMARD**

Chromium plated  
CYLINDER LINERS  
in your ENGINE.

Available for most  
makes from leading  
re-conditioning Specialists

Read this:—

I should like to take this opportunity  
of expressing my satisfaction in the  
use of your Cromard Liners, which I  
fixed to my Rover 14, August 1946,  
and now after 104,000 miles have  
negligible wear, oil consumption has  
been very good throughout.

Extract from a letter dated Feb. 20th, 1950  
from MAURICE G. OWEN, RYALL,  
Upton-on-Severn, Wores.



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Engines fitted with  
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Large Stocks of SPARES for above engines

★ Being made of steel and not cast iron, the chromium adheres permanently to the CROMARD Liner,  
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There is a GRIFF Chain for every type of road wheel. Long non-skid chains are available for private cars, commercial vehicles and farm tractors; and grips for easy-clean and disc wheels. Supplied through your local garage.

## "GRIFF" NON-SKID CHAINS

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FIRST IN 1906—

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**THIS** is another **DOVER**

Three Arm Model with the Spring Arms equidistant. A very handsome Steering Wheel with an immense reserve of strength and resilience to road shocks.

The Stainless Spring Steel Arms are **CAST** into pockets in the hollow rolled steel rim, which has a substantial covering of **DOVERITE**, practically everlasting.

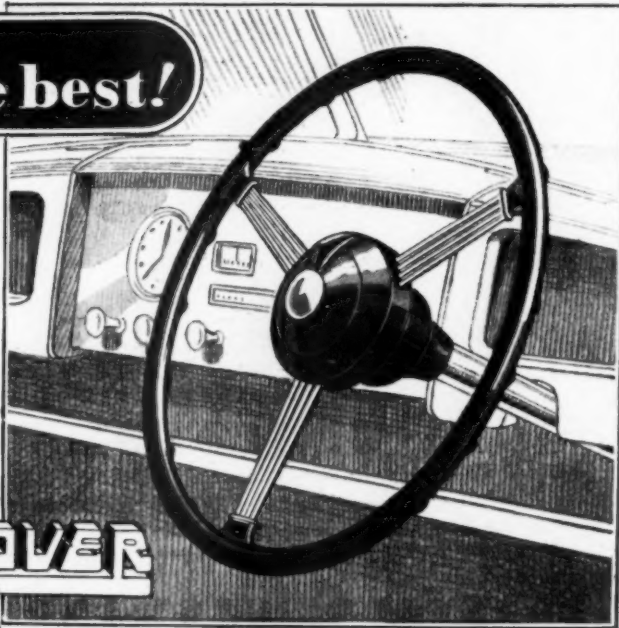
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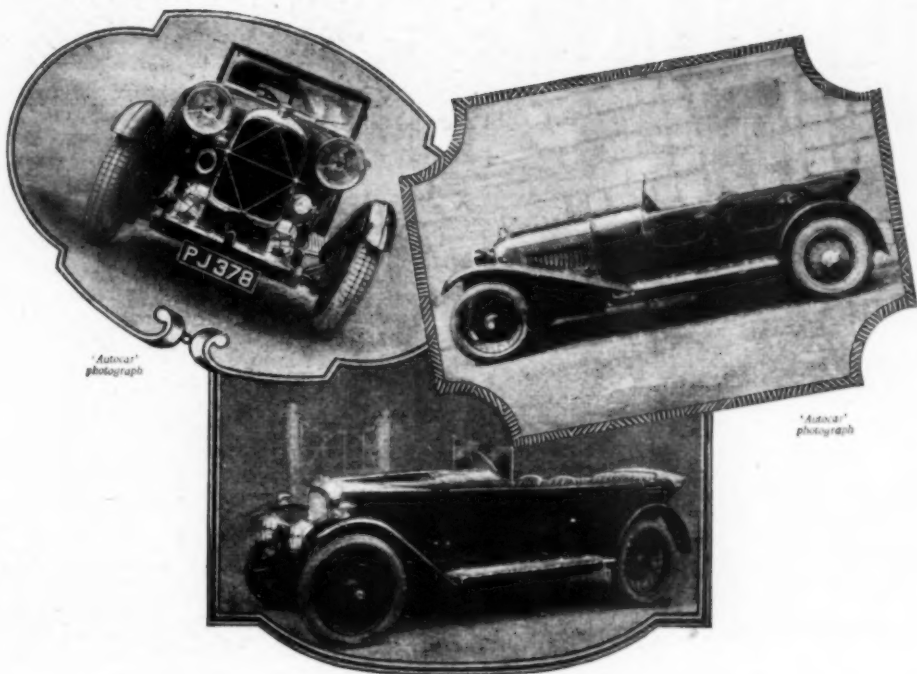


**SAFETY SPRING ARM**

# STEERING WHEELS







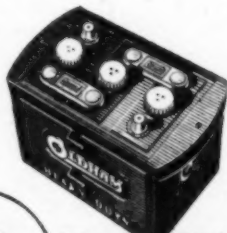
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There's a lot to be said for a good old car — if you can't get a new one, and many motorists are still way down the list for that sleek new model their hearts are set on. Fortunately, there's life in many an old car yet and, indeed, there are more than a few keen motorists who swear by their

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For Factory Reconditioned Service Units



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FIRE SALVAGE, EX W.D., EX NAVY, EX R.A.F. STOCK.  
SHOP SOILED ARTICLES AND SURPLUS GOODS.  
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Goods Sent Cash or C.O.D. (up to 15 lbs. weight). SEND FOR COMPLETE LIST.

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7	12 v. 28 amp, 11 1/2" x 6-13/16" x 9 1/2"	135/6	118/6	20s.
64	Hydro-motors with float W.D.	2/9	6d.	
17	Volt meters double reading 0-15 v., 0-250 v. W.D.	18/6	6d.	
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7	Battery chargers, 250-500 A.C. Charger at 3 amp, 117/6	97/6	1/8	
25	Car-oleo-lubers, 6 or 12 volt, for car or Mopyle	7/6	5/6	6d.
10	Bumper bars, for Land Rover, 4 or 6 v.	20/6	2/6	2/6
16	Bumper cross-riders, chromium	13/6	10/6	10d.
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27	Car brake cable adjusters	2/6	6d.	
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8	Jacobs Hydraulic jacks complete	55/6	48/6	1/6
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17	Car 6in. road lamps, BUTLER	27/6	25/6	1/6
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27	Car petrol tank cap locks, complete	2/6	2/6	6d.
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17	Schraeder commercial tyre pumps, 20-100lb	6/6	3/6	3d.
11	Car 8-day clocks, black face luminous figures	72/6	48/6	10d.
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28	Car 15" tyre levers, extra heavy	4/6	3/6	1/6
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The Aerialite range includes models for fitting on the roof, rear bumper, underneath the running board or to the side of the car.

Prices from 19/6 to 35/6

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# News of a New Service!

To Give You ● **BETTER PERFORMANCE**

● **LOWER PETROL CONSUMPTION**

● **LOWER REPAIR BILLS**



"The Crypton Motor Analyser used to test and tune your engine with unparalleled speed and efficiency."

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Scientific instruments are connected to your engine—systematically, thoroughly, they analyse every working part. Nothing is missed . . . Compression, Ignition, Carburettion, Electrical System—all are tested with unerring accuracy. A report gives you complete information of your engine.

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## CRYPTON ENGINE DIAGNOSIS & TUNING

An entirely new development in motor service made possible with a revolutionary new instrument

### THE CRYPTON MOTOR ANALYSER

which incorporates a series of scientific engine testing and tuning instruments and, in quick time and at surprisingly low cost, . . .

**TESTS** the entire engine with unprecedented accuracy

**TUNES** the engine to standards of performance never previously achieved

**SHOWS** the exact condition of every working part

### Gives Amazing Results in Improved Performance and Petrol Saving

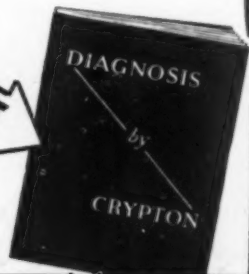
- **IMPROVES POWER—ACCELERATION—SPEED**
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- **VERIFIES THAT ALL ENGINE PARTS ARE EFFICIENT**
- **SAVES POUNDS IN REPAIR BILLS**

Get full information of this new service and learn how in quick time and at low cost you can enjoy better performance and lower petrol consumption than ever before

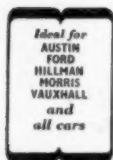
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It contains complete and interesting information of this outstanding new service with a list of present Crypton Diagnosis Stations

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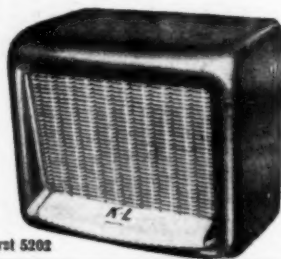


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Right for your existing thermo-syphon or water-impelled system. No extra pump. Easy to fit. Price £9 complete in Golden Bronze cabinet. Ask your garage for details or write for leaflet.



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Millions are in daily use on Lorries, Tractors, Cars, Aeroplanes, Diesel Locomotives, Portable Engines, etc.

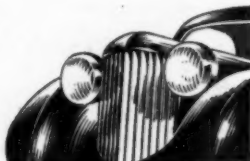


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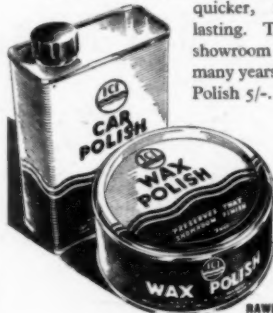
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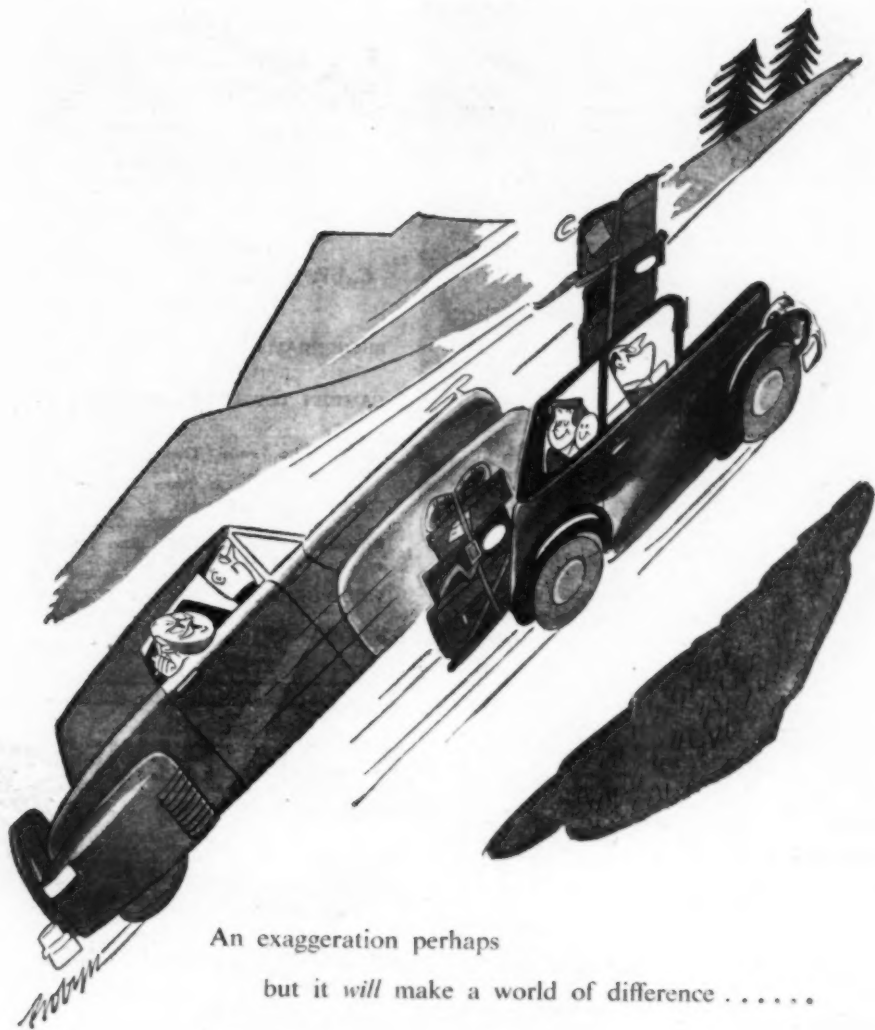


You'll agree as soon as you try them that these are the polishes for you! They have been evolved by I.C.I. chemists specially to protect modern car finishes. They are new, and far better! Suitable for all cars, I.C.I. polishes make polishing easier, quicker, more brilliant and lasting. They will preserve the showroom finish of your car for many years. In large tins: Wax Polish 5/- Liquid Polish 3/3d.



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Sole Distributors:  
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**BATTERIES****GENUINE SPARE PARTS****ACCESSORIES****DYNAMO - MAGNETO  
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GARAGE**

Strongly framed with sides and rear end covered with asbestos sheets. Roof of Trafford Tiles. Half-glass mortised tenoned and braced double doors hung on 18in. tree hinges, and fitted with 6in. tower bolts and hasp and staple, providing an opening 7ft. 4in. wide. All necessary glass, putty, bolts, nuts, washers, screws, etc., supplied. Width 8ft. Height to Eaves 6ft. Height to Ridge 8ft. in all cases.

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14 2	£37 10	£5 10 0	£2 19 3
16 2	£40 5-0	£6-0	£3 4 2
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Extra for Personal Door 2ft. wide, at back of side, £2 10-0, or Deposit 7 6 and 12 monthly payments of 4-0.

**The  
"WINDSOR"  
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In complete easily erected sections. Sides, back and roof are of fire-proof asbestos panels strongly framed and strengthened with galvanised sheet ridging. Windows can be placed on each side or all one side as illustrated. Half-glass doors with fittings as in the "Waverley" Garage above. All necessary glass, screws, etc., supplied. Width 8ft. Height to Eaves 6ft. Height to Ridge 8ft. in all cases.

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Patents applied for  
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Road Spring Lubrication**

as demonstrated at the Motor Exhibition, the Flexifeed Road Spring Lubricator is now recognised by car manufacturers and the Industry as an adequate and convenient method of constant spring lubrication. Operates only whilst the car or vehicle is in motion.

Sufficient oil in the reservoirs for a minimum of 1,000 miles.

Avoid broken springs, rattles, squeaks and other annoyances whether your car is old or new.

Fitted in a matter of seconds.

Approved by Morris Motors as a suitable method of lubricating the springs of all Morris and Wolseley cars except the current Morris Oxford A 2 six, and the Wolseley 4 50 and 6 60.

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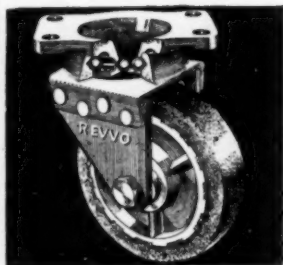


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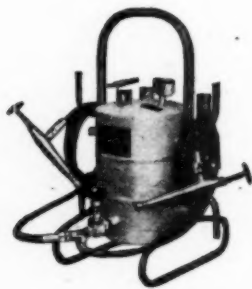
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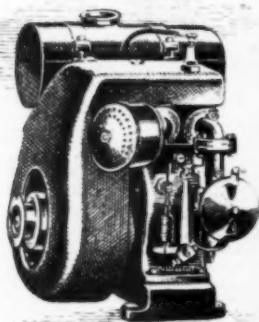
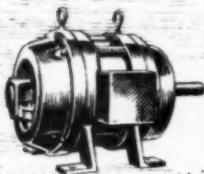
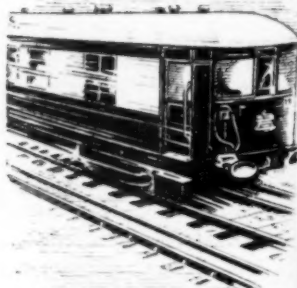
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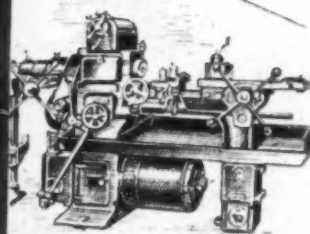
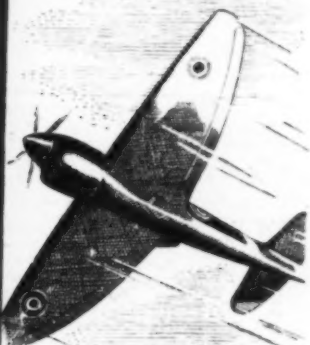
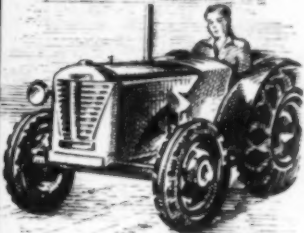


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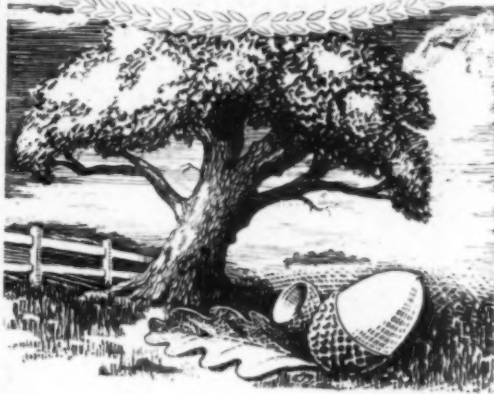
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MULTUM IN PARVO

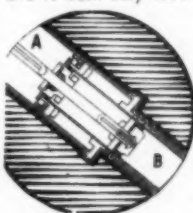


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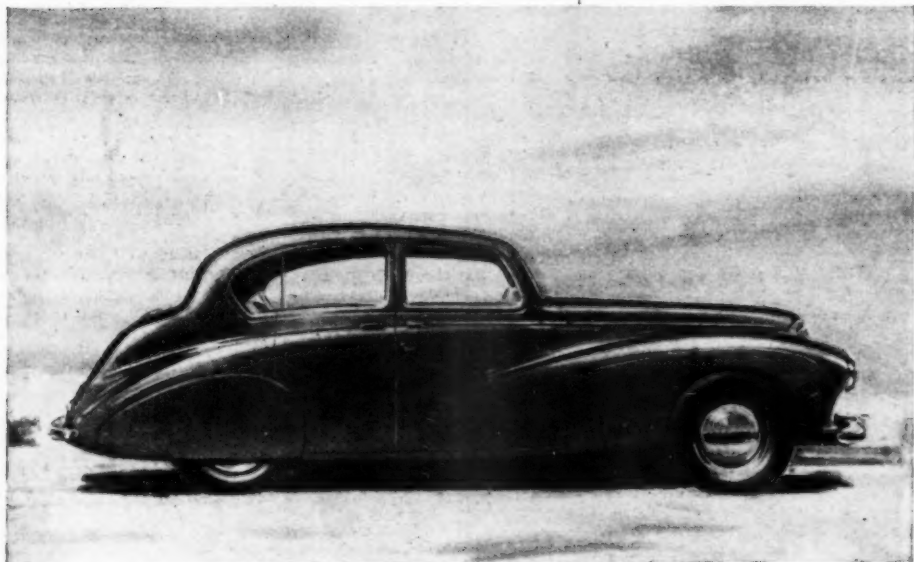
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ILIFFE & SONS Ltd.

Editorial, Advertising and  
Publishing Offices:

DORSET HOUSE,  
STAMFORD STREET,  
LONDON, S.E.1.

Telegrams: Autocars, Sedist, London.  
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Home and Overseas: £1 12s. 0d.  
U.S.A. and Canada: \$8.00.  
(All present subscriptions can be  
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## In This Issue

Vehicle Braking ..	60
Disconnected Jettings ..	62
Brussels Show: Full Report ..	65
Westcoast Weekend ..	68
Monte Carlo Rally Latest ..	70
Overland Odyssey ..	72
It Won't Start ..	75
Talking of Sports Cars ..	77
Correspondence ..	79
Accessories ..	82
Readers' Service ..	83
The Sport ..	84

# The Autocar

FOUNDED 1895

No. 2877

FRIDAY, JANUARY 19, 1951

Vol. XCVI

## Shortages Intensified

THE disposition on the part of some sources of comment to take the current sheet steel crisis optimistically is not shared by this journal. The shortage, runs this particular argument, will be temporary. When the new Margam mill comes into production in the autumn, there should be enough sheet steel available for the motor industry to resume its current production figures (our italics).

Two comments are called for on this view. The lesser one is that rolling capacity is not the same thing as sheet steel. A similar mistake of optimism was evident on the part of aluminium sheet users when the new aluminium mill at Rogerstone was opened last summer. Yet aluminium sheet is short today, and the vast rollers of the Rogerstone mill are too often idle for lack of the raw material with which to feed them. Will something similar happen with steel? The steel industry thinks not, but against that must be noted the ominous fact that imports of German scrap have been halved from the 2,000,000 tons that was the annual rate of arrival at the beginning of 1950.

In view of the obvious suitability of aluminium as a substitute for sheet steel a little more might be said about that particular shortage. The power-weight advantages inherent in aluminium for both chassis and bodywork have resulted in a growing interest amongst manufacturers, although only one car in large-scale production employs it extensively, the Rover. In most cars there are, of course, aluminium alloy parts, and wings, panels and bonnets have been made of aluminium by coachwork specialists for many years. With the advent of the new sheet steel crisis, therefore, it would have been excellent if manufacturers could have turned to aluminium as a substitute.

But the shortage of the raw material is as drastic as that of sheet steel. Canada, the main source of supply, cannot help because no large contract was placed with her by this country until comparatively recently. When the opportunity to obtain large supplies existed some time ago it was not taken, with the result that a long-term contract was signed by America for Canadian supplies. So most of Canada's virgin aluminium at present goes south over the 49th Parallel.

Moreover, the demand for aluminium has increased along with that for steel. Rearmament in these days is so much a matter of aircraft that the demand from this quarter is intensely competitive, and will grow rapidly. In the meantime another source of the raw material supply will tend to dry up, and that is the important one of scrap. With aluminium disappearing as a material for pots and pans, and reappearing in stockpiles and in armaments which everyone hopes will never be used, the worn-out kitchen utensil will no longer be available to feed the rolling mills. On the whole, therefore, there cannot be said to be any hope of steel shortages being overcome for the present by the use of aluminium.

To revert to the second and more important comment on the view quoted at the beginning of this article, we must wholeheartedly condemn the complacency exhibited over current car production figures. By what yardstick is this total tacitly accepted as satisfactory? By the back-log of over a million orders still unsatisfied? By the waiting period of nearly five years for a new car? In its representation of the private motorist's interests this journal is emphatically not disposed to sit back and purr at a production figure which leaves the home consumer so far out in the bitter cold. It might be less dissatisfied if the industry were producing to maximum capacity, which it is not, and it would even be pleased if there were signs of new capacity being provided that would satisfy demand, although it realizes the impossibility of providing this at the moment. But let no one slip into the habit of regarding present conditions as other than regrettable. There is, in fact, too great a tendency to be satisfied in the wider home market sphere. Ill-warmed, ill-fed and ill-housed, the citizen is expected to believe that his standard of living is high; let not a five-year wait for a new car be added to his so-called blessings.

# Vehicle Braking: A STUDY

## PART I: FACTORS INFLUENCING BRAKE PERFORMANCE: A SYMPOSIUM OF PUBLISHED INFORMATION

OUTSIDE such places as Chapel-en-le-Frith knowledge of the science of braking is comparatively sketchy, the reasons being that the science is imprecise, and that the sources of scientific information are scattered. To assemble current conclusions in the form of a single Paper (*The Factors which Influence the Braking Performance of Vehicles*) is a commendable effort, therefore, and thanks are due to H. J. H. Starks, Ph.D., B.Sc., D.I.C., F.Inst.P., of the Road Research Laboratory, for its appearance.

Dr. Starks plunges straight into his subject: "The braking performance of a vehicle," he says, "is fundamentally dependent on the adhesion between the tyres and

generally lower for wet surfaces. On many wet surfaces they fall, sometimes quite rapidly, with increasing speed (Fig. 1). Here, then, is the proof of the motorist's experience that tyre-road adhesion falls off in the wet, and the following explanation has been tendered:—

High resistance to skidding depends on direct contact between tyre and road, and in wet weather the water, which acts as a lubricant, must be expelled before contact is made. This takes time, and at any instant the vehicle will be supported partly by the road and partly by the water film. On the magnitude of this ratio of support depends adhesion; and as speed increases it takes longer to expel the water, the ratio is lowered, and adhesion decreases.

Further experiments quoted by Dr. Starks suggest what happens when vehicle brakes are applied so as to lock the wheels on a wet surface. At the instant of brake application the wheels are freely rotating and slip is zero. With the wheels locked the slip is 100 per cent. Between these two points, therefore, slip has progressively increased, and braking force coefficient has "peaked" and receded. This implies that maximum deceleration should occur at a certain value of slip—not an easily determined point for the driver, who accepts from experience that maximum deceleration is obtained when the wheels are just on the point of locking. Dr. Starks remarks with, perhaps, a certain dry humour, that there seem to be no published results of actual experiments, and he also pinpoints the imprecision of the science of braking by pointing out that it would be expected that a deceleration-time record of a vehicle making a stop as postulated in the foregoing paragraph would be expected to show the peak of maximum braking force coefficient at the critical value of slip. Unfortunately such records don't!

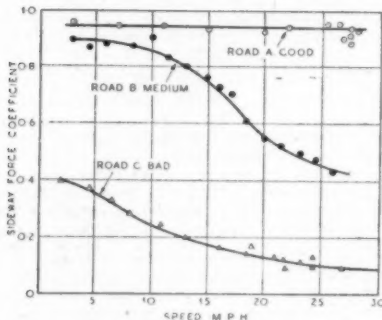


Fig. 1. Frictional properties of typical wet road surfaces at different speeds.

the road. No matter how excellent the design of the brakes of a vehicle, adequate braking is not possible under conditions where reasonably high adhesion cannot be obtained." Maximum adhesion, therefore, means that the tyre manufacturer and the road engineer must co-operate with the brake designer. Four other factors have an influence: (i) Design and operational characteristics of the braking system; (ii) Vehicle design—in particular load and load distribution, height of centre of gravity, wheelbase, suspension, and steering geometry; (iii) Road layout—camber, curvature, gradient and superelevation, and (iv) Physical dimensions, abilities and reactions of driver and passengers.

Two coefficients are used in studying adhesion—the braking force coefficient and the sideways force coefficient, and by means of them the skidding resistance of surfaces may be expressed. Those unfamiliar with these terms may accept them as means of measurement without further ado, and lose little in the way of understanding thereby. They should, however, grasp their relationship in certain conditions. Dr. Starks quotes authorities who have found that, with smooth tyres, the two are of the same order and vary similarly with speed. With treaded tyres, sideways force coefficient is generally higher than braking force coefficient except at speeds of 10 m.p.h. and below. A further curious but understandable discovery is of a well-defined but non-linear relationship between the sideways force coefficient measured with smooth tyres and the maximum retardation with treaded tyres and locked wheels.

The coefficients are high for clean, dry surfaces and

### Heat Dissipation

On clean, dry road surfaces an additional effect comes in with locked wheels. As the brakes are applied the frictional coefficient peaks; during this stage of deceleration the kinetic energy is dissipated as heat mainly at the brake drums. When the wheel locks the energy is dissipated at the area of tread contact with the road, resulting in an increase of temperature of the tread rubber and a corresponding decrease in the frictional coefficient. When the rubber or the road surface melts as a result, a skid mark appears (Fig. 2).

Frictional coefficients, says Dr. Starks, must ultimately depend on the exact distribution of forces over the area of contact between tyre and road. Some work has been done

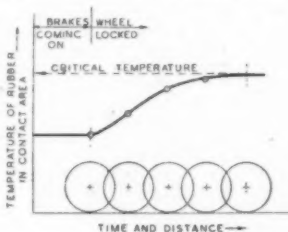
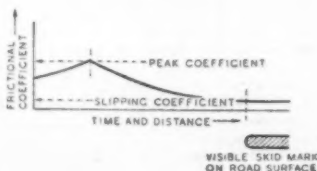


Fig. 2. Diagrammatic representation of what happens when a wheel locks on a dry road.



## IN IMPRECISION

on the subject, but predictions of this nature are at present couched in general terms (again the imprecision).

The distance in which a vehicle in motion can be stopped by braking, says the author, depends on the adhesion between tyres and road, the vehicle speed, and the efficiency of the brakes.

Calculation of the stopping distance assuming a constant frictional coefficient (constant deceleration) is simple, and can be reasonably correct for dry surfaces. But it can be quite inaccurate for wet surfaces on which the coefficient falls with increasing speed. Two authorities show this graphically (Fig. 3), but it is important to note that the maximum speed shown on the graph is 30 m.p.h. From higher speeds, the observed minimum distances on both dry and wet surfaces are greater than would be expected from the distances at low speeds (*The Autocar* italics). This is probably, says Dr. Starks, because the driver is loth to depress the brake pedal smartly at speed. He adds the reminder that in studying quoted results it is important to remember that they do not include the reaction time of the driver or the time taken to apply the brake, and suggests that "braking distance" should be reserved for such data, "stopping distance" being used for braking distance plus reaction distance.

The load on the individual wheels of a vehicle varies according to nature and disposition of the load carried,

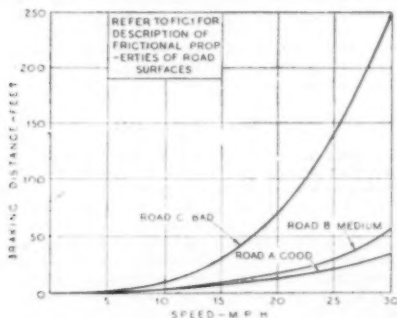
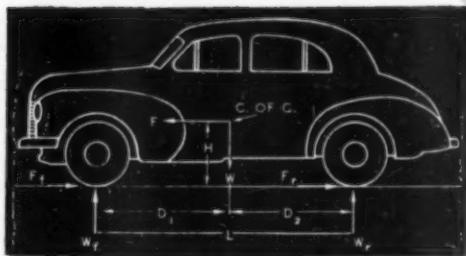


Fig. 3. Variations in stopping distances on wet roads with differing frictional coefficients.

and under braking there is a load transfer from the rear to the front of the vehicle which alters the existing load distribution. The transfer depends on: (a) total weight of the vehicle; (b) the ratio of the height of centre of gravity (of the vehicle and load) to the wheelbase; and (c) the magnitude of the deceleration. With cars, the ratio of wheelbase to height of centre of gravity is generally about 1 to 4, and from Fig. 4 it can be seen that, for this ratio, the load transfer is 25 per cent when the retardation is  $g$  (32 ft per sec per sec); in other words, 50 per cent of the load carried by the rear wheels is transferred to the front. But in order to obtain this deceleration it would be necessary to apply a braking effort to the front wheels of three times that applied to the back wheels. In practice this is not advisable. With a brake distribution of 50-50 the rear wheels will lock on an ideal surface at 0.7g; at 75-25 all the wheels will lock simultaneously at 1.0g. But at 75-25 or 60-40, the front wheels will lock before the back on very slippery surfaces (coefficients of 0.1 or less). This is what imposes the limitations on braking distribution, and present car practice is usually 50-50 or 60-40, the front wheel skid being generally regarded as a point of lost control, not to be casually approached.

Dr. Starks says there are arguments for and against brake distributions that result in front wheel locking, and that



Forces acting on a car when braking:  $W$  = total weight;  $W_f$  = effective weight on front wheels when braking;  $W_r$  = effective weight on rear wheels when braking;  $F$  = total retarding force;  $F_r$  = retarding force at front wheels;  $F_r$  = retarding force at rear wheels;  $H$  = height of centre of gravity;  $L$  = wheelbase;  $d_1$  = distance of centre of gravity from front axle;  $d_2$  = distance of CG from rear axle. Numerous formulae apply with the addition of three other quantities:  $m = \frac{H}{L}$ ;  $\mu$  = coefficient of friction between tyres and road surface, and  $R$  = brake distribution ratio.

it is difficult to arrive at the best compromise. He mentions various methods to overcome the drawbacks, including the method of obtaining increased braking on one pair of wheels by an amount determined by the pedal pressure (differential braking): an approach to the ideal would be a system in which the braking effort on each wheel would at all times be proportional to the load on that wheel. Such a system has been proposed for hydraulic brakes, but no performance details are yet available.

And again the imprecision—no published data are available as to performance of different brake distribution ratios.

Why the complication of individually determined braking efforts at each wheel? the motorist may ask. Because, as the author points out, for a given effort applied to the brake pedal, the braking force on each wheel of a vehicle is usually fixed, and equalized between each pair of wheels by means of compensators. But load transfer and distribution, and variation in load transfer with speed and degree of deceleration, result in uneven braking, if not at each wheel, at each pair of wheels; it is thus not possible to bring each wheel up to the point of impending skidding, and so to obtain best braking, and in fact it is difficult to predict the exact motion of a braked vehicle.

Under simple braking conditions a general idea has been obtained and accepted; if front wheels lock, or if all four wheels lock, the vehicle continues in a straight line. If rear wheels only lock there is lateral deviation, and a most interesting theory as to the cause of this is appended to the paper. From experience, of course, motorists know that this is so.

So much for braking while the vehicle is proceeding in

(Continued on page 64)

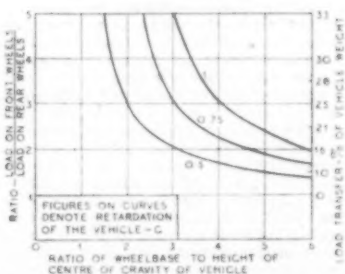


Fig. 4. Load transfer on braking. With a retardation of  $g$ , a transfer of 25 per cent is typical of cars of normal dimensions.



# Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

## On Ice

WHEN ice is underwheel I deliberately suppress my natural timidity and get the car out, because I think that ice driving is instructive. The theory is easily grasped; as long as the car is continuing in a straight line there is no reason for a slide and therefore speeds can be quite reasonable. What must be kept to a minimum are sideways forces, and this applies in cornering, camber, braking



Instructive

and so on. The result is that one learns a lot about adhesion and brake balance as one small skid after another is corrected. Some of us take ice too seriously, especially when one remembers that Scandinavians have to drive on it for a large part of the year. The average British motorist seems to curl up at the first glisten on the surface, and hedges along at about 10 m.p.h. with the fright obvious on his face. There is no need for this unless the conditions are such that the road is a solid sheet, when four-wheel sliding might intervene on cambers and gradients. I referred to these conditions recently, and also to the apparent recklessness that seems to afflict some road users when the weather is really exciting.

## It Depends

I AM confronted by some accident statistics quoted in the House of Lords recently. In them, pedestrians were found to be at fault in 28 per cent of accidents, and road defects in only 1.6 (there were others, of course). "How," I am asked, "do you square this with your plea that bad roads cause accidents?"

The answer is that it depends on what you call a road defect. As I see it, the 28 per cent trespassing into the path of a vehicle and were killed as a result. Now if there had been proper segregation by guard rail preventing them from doing so the 28 per cent would not have appeared in the figures. Absence of guard rail, therefore, counts as a road defect, and the road figure becomes 29.6 per cent.

## More About Railings

SOMETHING like a mystery hangs over the guard rail. At Lord Lucas' recent accident conference with the Press the representative of this journal asked for "before and after" figures for accidents on a length of street that had been guarded. The reply—an evasive one, he thought—was that only a few pre-war figures were available; they were not to hand, anyway, but they showed that the same number of accidents happened, only they were concentrated at the openings in the railings. This reply did not impress our expert, and he began a search. The Road Research Laboratory could not supply such figures (a curious failure, surely?), and the borough engineers of two London boroughs with such streets also failed with data. At this point he wondered if his nostrils were deceiving him if the smell of fish was in them, because there are certain facts to be remembered in connection with guard rails.

♦ ♦ ♦

## Unloved

THEY are heartily disliked by most people, because they prevent access to shops by shoppers and by vans for unloading. The pedestrian



The pedestrian hates them.

hates them because they make him walk distances which he would not otherwise have to, and even the motorist gets annoyed with them if he wishes to stop and drop a passenger in a guarded street. Add to this the fact that their erection depends on local authorities; ask yourself who are the local authorities, and you begin to see why more guard rails are not erected.

But why, one asks, does not the Minister of Transport insist? At this point you must reiterate but redirect the questionnaire. Who are the voters, and how does one stay in power in a democratic country? It becomes even more clear why there is something fishy about segregation.

## Eureka

HOWEVER, our expert is not easily dismayed, and on occasions his memory is conveniently long. He suddenly remembered Harthill. Harthill is a mining village in Lanarkshire, strung out along a main road, and that road was fenced before the war. And before the war the pedestrian accidents for the stretch of road were reduced to nil by railings, and the nil figure applied right up to the outbreak of war. A letter was therefore sent to the Chief Constable of Lanarkshire, asking for the "before and after data" for Harthill as it stands at the present date. The reply of the Chief Constable is printed on page 78, and although the "before" figures are not available there is no doubt that guard rails spell safety for Harthill, particularly when you remember that Dr. W. H. Glanville, Road Research Director, described the main road that is also the high street as the most dangerous of all in his recent Cantor lectures.

♦ ♦ ♦

## Window Winch

SCRIBAL domestic relations suffered a severe strain the other evening—all over a window winder. In an unfamiliar car we had just left the house of friends, with whom last words had been exchanged through the lowered left front window. It was a cold night, and within a few yards of moving off came a wifely comment from which I gathered there was some difficulty about closing the window. Not altogether concentrating on the problem for the moment, I rashly suggested that surely after all the variety of cars we had sampled no window winder should present a puzzle, or words to that effect. But a few moments later, though too late for amity, I sensed there was something odd, pulled into the side, stretched an arm across to the left door—and could find no winder. It was lying on the floor, complete with button-like plastic capping ring, but no retaining spring. At this stage a decent veil should be drawn over the incident.



Too late for amity.



For the first time a really comprehensive film is to be made of the Monte Carlo Rally this year, covering all starting points. If weather conditions permit, the final stages of the rally through Digne to Grasse will be filmed from a helicopter and Douglas Rankin, who is producing the film for the Shell organization, will give his impressions in the B.B.C. Light Programme. Here is the helicopter in a try-out at Nice airport hovering above a Jowett Jupiter which will be driven by Gordon Wilkins of "The Autocar" and Raymond Baxter of the B.B.C.

## NEWS and VIEWS

### G.M. Reconsider

CARS made by General Motors are now on sale again in the U.S.A. after a "no sales" protest against Government price control to 1950 levels. Chevrolets, Pontiacs and Cadillacs were affected.

### U.S. Exports Decline

NEARLY 6,673,000 cars were made in the U.S.A. in 1950, a 30 per cent increase over 1949, the previous record year. Exports dwindled, however. Although 145,000 were sent abroad, this total was seven per cent down on 1949.

### Another Record

FINAL 1950 production figures given by the Vauxhall company show that the car total was 47,692. Total production of cars and commercial vehicles was 88,475 compared with 83,143 in 1949. The home market received 11,116 cars.

### Canadian Prices Rise

IN line with the international trend of rising costs are the increases in the prices of the 1951 products of the Chrysler Corporation of Canada. The increases range from 4.83 to 6.43 per cent. "Very substantial" increases in all the company's costs during the last two years are the reason.

### Recovery Yardstick

PRODUCTION of Mercedes-Benz vehicles, by the Daimler-Benz A.G., in Germany, was increased by 82 per cent during 1950, as compared with the previous year's figures. A total of 42,305 vehicles was made, of which 33,906 were touring cars.

### Chassis Tax

PURCHASE tax is now payable on "road vehicle chassis" when the final vehicle is to be in a taxable class. Previously the chassis was tax free and P.T. was assessed on the vehicle as a whole, when completed. Precise details of chassis tax regulations are described in Notice No. 78Q by the Commissioners of Customs and Excise.

### Traffic Census

ON second-class roads in Britain the daily volume of traffic was 12 per cent up in 1950 compared with 1938, according to the preliminary findings of the national traffic census held last August by the Ministry of Transport. The census covered 266 points, 73 on trunk roads, 117 on first-class roads and 75 on second-class.

The overall increase was seven per cent,

and six per cent on main roads. Some idea of the rapid industrial development of Wales and Moymouthshire is shown by an increase in total traffic volume of 11.2 per cent compared with 6.3 for England and Wales together and 1.4 per cent in Scotland.

Still comparing 1938, when the previous traffic census was held, and 1950, horse-drawn traffic on main roads decreased by 71 per cent and pedal cyclists by 35 per cent. Motor cycles increased by 16 per cent, buses by 34 per cent and goods vehicles by 59 per cent.

### Freeman of Oxford

THE honorary freedom of the City of Oxford has been conferred on Lord Nuffield, head of the Nuffield Organization, in recognition of his achievements in industry, his bounty, and the prosperity which he has brought to Oxford.

### Film and Figures

AN imaginative colour film, *The Human Bridge*, was shown privately by the Ford company at Dagenham on January 10. It showed the birth of a new model at the American Dearborn factory, from conception to quantity production, with many interesting details of technique.

This is the factory that helped to pro-

duce the total of two million Ford, Lincoln, and Mercury passenger cars, trucks and tractors, in 1950, a year that was recently described by Henry Ford II as the best in the company's history. He referred also to the importance of high production in the present American defence preparations.

### Channel Crossing Delays

SEVERAL complaints have been received of delay on the Dover-Dunkirk ferry service. One party leaving Dover in the morning did not reach Dunkirk until nearly 8.0 p.m., and in another case the afternoon ferry, which was 1½ hours late leaving Dunkirk, suffered further delays during the crossing. These delays are partly explained by harbour work at Dunkirk where the ferry may have to give place to other shipping in the entrance lock. Travellers in a hurry may be well advised to use other routes for the time being.

## SAHARAN ADVENTURES

### Cape Rally Progress

FRENCH military team members in the Algiers to the Cape Rally reached Niamey, on the Niger River, via the Tanezrouft route (from Morocco) across the Sahara, and continued down the Niger towards Kano, while the Renault team was last reported to be at Adrar, far to the north. The Commissioner-General of the Rally, Colonel Nabal, left in Guezzam on January 6 for Agades. This is on the easterly north-south route, rather more than halfway from Algiers to Lagos, the capital of Nigeria. A South African Ford entrant was reported to have passed Tessalit, a Saharan water station. A route map appeared on page 24 of the January 5 issue.

Details of the Delahaye "jeeps" used by the military team are now available. Externally the model is very similar to the original American version but it differs technically in several ways.

The engine is a four-cylinder 2-litre o.h.v. unit with dry sump lubrication and a two-gallon oil tank carried on one side of the engine. Removable wet cylinder liners and a horizontal carburettor are used. The electrical system can be either 12 or 24 volts.

The chassis is electrically welded and very rigid. Top gear of the four-speed box is geared up to 1.348, third gear being direct. All four have synchromesh, and just behind the gear box is a reducing gear with hand operation. The axles are interchangeable and four-wheel drive can be engaged when required. Torsion bars are used for the all-round independent suspension, the tension being adjustable from the exterior of the chassis.

### British Drivers' Mishap

DESERT adventures in the *Beau Geste* manner were described by the drivers of a Wolseley Six Eighty, when they



## NEWS and VIEWS

continued

arrived back in England just before Christmas, after an unsuccessful attempt on the trans-Saharan car record, early last December.

The car had been supplied for the attempt by the Nuffield Organization, and the drivers were Ralph Sleight and Peter Jopling, who, it will be recalled, carried out the record England to the Cape run, in the winter of 1949.

Severe conditions on the new attempt made Jopling ill, while they were still making good time from In Guezzam, in French West Africa. They lost their way by following the tracks of some French army transport on the badly defined track, and Jopling, who was suffering from sunstroke, tried to leave the car and wander away into the desert. Finally Sleight had to knock him unconscious, to ensure his safety.

High praise was given the car by both drivers, especially for its behaviour during the fast emergency run back to In Guezzam by Sleight, to get medical assistance. Jopling has now fully recovered.

### Frenchmen's Cape Record

TWO Paris car agents, André Mercier and Charles de Cortanze, have thrown a new light on the trans-Africa trip by setting up a record of 16 days 10 hours 25 minutes from Cape Town to Paris. The car was a Peugeot 203, modified with special radiator and bigger tanks.

In addition to nearly 10,000 miles on the record run, they covered 8,000 miles from Duala on their way to the Cape. It seems that the only untoward incident was getting embedded in Sahara sand, but a military lorry got the car out.

### Books Received

*England West*. By Sydney R. Jones. The Studio, Ltd., 66, Chandon Place, London, W.C.2. 18s.

This is the second book of a trilogy, the first of which was "England South"; the third, "England East," to follow. In past years many examples of the author's sketches, of a fine and unique quality in the category of etchings, appeared in *The Autocar*. This latest book covers the area bounded in the south by the Thames and Gloucestershire and in the north by Cumberland and the Roman Wall; his dividing line eastwards is the Pennines. It gives plenty of scope for reproduction of his satisfying drawings, many at the large page size of the format, and in the writing he shows an artist's aptitude for seeing beneath the surface and telling his reader much that is singular and fascinating about places which have been the subject for every kind of "guide book" since Baedeker. This is no conventional guide, but a book of quality on a substantial slice of England, divided unconventionally according to the author's taste.

*Karl Benz*, by Paul Siebertz, published by Reclam-Verlag, G.m.b.H., Stuttgart, Germany, price DM12.50.

A biography of the famous motoring pioneer in German.

### State Control

SOME of the worst aspects of motoring under Marx are now evident in Hungary. Petrol rationing has been re-imposed, and all except certain—undefined—privileged persons, doctors,



The Delahaye "jeeps" (see "Cape Rally Progress") have full all-weather protection.

Stakhanovites, artists and scientists, will have their applications refused. They are then obliged, under a new order, to sell their cars to the state at "a price fixed by the authorities."

### Removing Temptation

IN future all private cars owned by Manchester City Council are to bear the official coat of arms "not less than four inches square" on one door on each side. The new ruling does not imply that there has been gross misuse of official cars, but is designed to remove any possibility of temptation in that direction.

### Plastic Hoods

SOME of the specialist coachbuilders have begun to use a plastic leather-cloth in place of normal textiles for drop-head bodywork—there were examples at the London Show—and special materials have been developed for this by Mellowhide Products, Ltd., 34, South Molton Street, London, W.1. Such materials have to be thinner, more flexible and, unlike normal plastic cloths, uncreasable; but they are otherwise similar to the post-war

p.v.c.-coated textiles which so closely simulate the feel and appearance of real leather, linens and other materials.

Plastic hoods of this type have not been in service long enough for their ultimate wearing qualities to be judged, but in theory they should be superior, for in respect of the rotting by damp and mildew which often cuts short the life of cotton and mohair fabrics they are completely immune. They can, in fact, be folded away when wet, which the owner should never allow with a normal hood, and would seem to rival the nylon which is now widely used on American convertibles.

These materials are available to the motorist only through coachbuilders.

### November Output

OF the 46,514 cars produced during November, 34,752 were for export (about 74 per cent) and the numbers produced in the various c.c. categories were as follows. October figures are repeated for comparison:

	Nov.	Oct.
Up to 1,600 c.c.	30,469	30,215
1,600 to 2,000 c.c.	7,558	7,506
Over 2,000 c.c.	8,496	7,670

## VEHICLE BRAKING: CONTINUED FROM PAGE 61

a straight line. Regarding braking on curves, the imprecision so affects Dr. Starks that he says point blank that this is a field in which work is required. Certainly little appears to have been done. The following precise information is known:—

When a vehicle is driven in a circular path the front wheels are turned through the steering angle. The motion of the vehicle brings centrifugal force into play and causes both front and rear wheels to deviate from the true tangential path to the curve: this is because of the flexibility of the tyres. The intervening angle is the slip angle. If it is greater at the back than at the front the vehicle will oversteer; vice versa, it will understeer, and these steering characteristics are very important in determining the behaviour of vehicles travelling in curved paths. One or two authorities have gone on from here, and one has shown theoretically that

the braking force at the rear wheels on a curve has a radial component which acts in the same direction as the centrifugal force, and thus the application of brakes on a curve tends to increase the tendency to skid sideways "off" the curve. The application of a driving force, however, reduces the tendency to skid sideways because the radial component of the driving force acts in opposition to the centrifugal force. Here, then, are the scientists and engineers reducing to cold calculations the phenomena that most fast-driving motorists have met at one time or another, and which racing motorists, in particular, use with such familiarity that you would think that all the time under their crash helmets they are repeating the requisite formulae; they aren't, needless to say, and one of the reasons is that so few formulae yet exist. Imprecision again.

MICHAEL BROWN.  
To be concluded.



## DEWAR TROPHY IS AWARDED

### Rover Gas-Turbine Car leads to first presentation for 22 years

Last awarded in 1929, the famous Dewar Trophy is to be presented to The Rover Company for their work in pioneering the world's first gas-turbine driven car. This announcement by the R.A.C. marks the first award of the Trophy in the past 22 years. The Dewar Trophy, reserved for outstandingly high technical achievement, has been won twice by The Rover Company. The first time was in 1925 when the Trophy was awarded for 50 consecutive ascents of the then formidable Bwlch-y-Groes hill in North Wales by a 14.45 h.p. Rover car.

# ROVER

*One of Britain's Fine Cars*



THE ROVER COMPANY LIMITED, SOLIHULL, BIRMINGHAM, & DEVONSHIRE HOUSE, LONDON

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Gas  
Turbine  
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naturally  
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Congratulations to  
**R O V E R**  
on their outstanding achievement

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*As fitted to the  
MAJORITY  
of Britain's  
Fine Cars and  
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**Congratulations to**

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D61



*It's undoubtedly  
a Daimler—*

*Quiet elegance that lends dignity to the formal occasion in town . . . effortless power, sweeping away the miles, taking the rugged stretch of road in its even stride . . . every feature of the Daimler Consort gives it supremacy on city streets or country lanes. Other features of this superb re-styled saloon on the famous 2½ litre Daimler chassis include hypoid bevel rear axle giving extra ground clearance, larger hydro-mechanical brakes, rigid, light body and sweeping, improved lines.*



THE DAIMLER COMPANY LIMITED, COVENTRY





## BELGIUM'S 34th SHOW

BRITISH SALES INCREASED DURING 1950 : REPRESENTATIVE DISPLAY OF 1951  
MODELS ATTRACTS MUCH ATTENTION AT THE GRANDS PALAIS DU CENTENAIRE

**E**IGHTEEN different makes of British cars provide a strong and representative display at the 34th motor show opened in Brussels on Saturday last (closes January 24). Unfortunately the allocation of stands has given rise to a certain amount of dissatisfaction, not only amongst foreign manufacturers but also amongst their Belgian distributors, and the Rolls-Royce, Bentley and Daimler exhibitors withdrew from the show in consequence.

It is believed that the aim was to bring pressure to bear upon the British industry, possibly with a view to Belgian assembly, and in any case Belgium, whose economy is akin to America's, could not

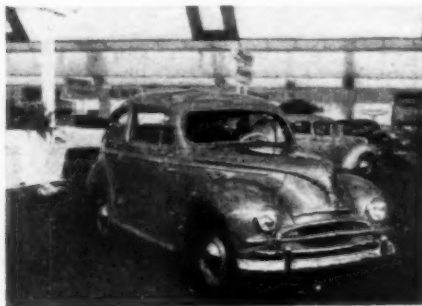
be expected to worry about placing Britain at a disadvantage. But the Belgian explanation is that, as cars are exhibited through Belgian agents and distributors, space is allocated according to their seniority in membership of the Fédération des Associations de l'Industrie et du Commerce de l'Automobile (abbreviated to FEDICA), which organizes the exhibition. A.C. Armstrong Siddeley, Aston Martin, Jaguar, Jowett, Morgan and Singer do not appear in the main hall, but in the annexe at the farther end which at previous shows housed the garage equipment. On the other hand the seventeen different makes which form the U.S. representation are, with one exception, prominently displayed in the main hall.

Nevertheless, the British cars are sought

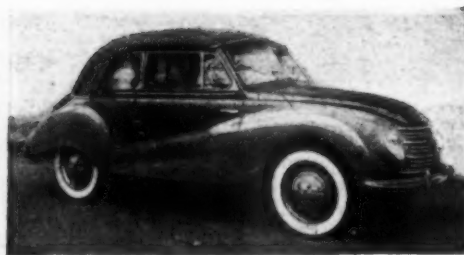
out and receive at least, if not more than, their share of attention. This is not surprising in view of the healthy condition of the market for British cars in Belgium, for during 1950 Great Britain, Germany and Sweden were the only countries to register an increase in the number of cars imported into Belgium as compared with the 1949 figures. France, Italy, Czechoslovakia, and, surprisingly enough, the U.S.A., all showed a decline, as is evidenced by the following official returns. The figures for 1950 are provisional:—

Country	1949	1950
France .....	15,101	13,920
Gr. Britain .....	12,635	13,161
Italy .....	1,038	964
Czechoslovakia ..	1,402	1,611
Germany .....	5,865	11,848
Sweden .....	91	165
U.S.A. ....	22,512	19,702
<b>Total .....</b>	<b>59,044</b>	<b>60,271</b>

Latest Ford Taunus, the first model of which was produced on January 8. Besides interior detail improvements, a single-piece screen has been adopted with the glass "folded" in the V. The gear change is now on the steering column. Right: Russia's Moscovitch, which bears obvious signs of its Opel ancestry. The finish and equipment are poor.



# BELGIUM'S 34th SHOW: continued



Convertible D.K.W., two-stroke powered. The chassis has been re-designed, the engine being ahead of the front wheels, and the body is a post-war design.

It was not expected that the Brussels Salon would reveal many new models. However, General Motors, who are much in evidence in the main hall, introduced the Chevrolet 2200 with a hydraulic torque converter transmission known as the Powerglide. This has a slightly larger six-cylinder engine, of 90.49 x 100.1mm bore and stroke (3,860 c.c.), than previously, developing 105 b.h.p., and the rear axle ratio has been slightly raised, presumably to offset any loss of m.p.g. resulting from the nature of the transmission. The torque converter has five elements and gives a multiplication of torque of 2.2: an epicyclic gear train is brought into action by hydraulic means as an emergency ratio when required, by a lever on the steering wheel.

## New Americans

The Chrysler V-eight-engined New Yorker and Imperial also appear for the first time. The two banks of cylinders are at 90 deg, have a bore of 96.84mm and a stroke of 92.08 mm (5,427 c.c.), and have overhead valve inclined in hemispherical combustion chambers. An output of 180 b.h.p. is claimed, or 33.3 b.h.p. per litre. The piston speed is reduced by 26 per cent compared with that of the previous straight-eight engine.

The transmission now makes use of a four-element hydraulic torque converter giving a torque multiplication of 2.34, instead of the former fluid coupling, in conjunction with a four-speed box giving a high and low range. On the impressively large Imperial limousine the steering is also assisted by a hydraulic servo motor, a refinement which has hitherto been deemed necessary only on very large

and heavy commercial vehicles. This model has disc-type front brakes. The U.S.A. Ford on view has the new hydraulic transmission, but its companion, the Mercury, is displayed with a conventional transmission. A replacement was expected, however, with automatic drive.

No excitement was caused by the Russian Moscovitch, a small four-door six-light saloon closely resembling the pre-war Opel Olympia, and said to be produced by Opel plant seized as reparations. The poor quality of body pressings suggested that material for the car had been found by cutting up the Iron Curtain. No price was quoted.

From Chemnitz, in the Russian Zone, appears also the D.K.W.-I.F.A. In addition to the previous two-cylinder two-stroke model there is now a three-cylinder two-stroke version. Bore and stroke are 70 x 78mm (900 c.c.) and the output is 28 b.h.p. at 3,600 r.p.m. Lubrication is by mixing one part of oil with 25 parts of petrol. Engine, clutch, four-speed gear box and final drive form a neat and compact unit, the front wheels being driven. Suspension is by torsion bars and hydraulic dampers. The price is 75,000 francs, or about £535. The slightly smaller two-cylinder model costs 58,900 francs, or about £420.

Lowest priced British car is the Morris Minor at 51,900 francs (about £370), while the standard Volkswagen costs 51,100 francs, or just over £5 less. The Porsche is shown on the Volkswagen stand and the two-door, four-light, well-streamlined saloon costs 159,000 francs (£1,125). The engine is reduced slightly in size to bring it in the 1,100 c.c. class. In the main hall Rovers are fortunate in having a good position and show cream,

blue, black and green examples of the 75 saloon, also the Land Rover. Nearby are the Nuffield products, the Morris, M.G., Wolseley and Riley ranges. The open M.G. in blue, cream, black, red and grey-green versions attracts much attention. It sells at 76,000 francs (about £543).

Austin give pride of place to the new Hereford A.70 saloon on its turn-table. The A.40 saloon at 76,500 francs (£550) and sports, the A.90 sports saloon, with its nylon fabric-covered head, and the A.125 limousine, complete an imposing array. Across on the other side of the main hall are the Sunbeam 90, Hillman and Humber models, the Mint costing 69,000 francs or £490, with the sectioned Sunbeam chassis to attract the technically minded (the Talbot part of the name is dropped on the Continent). British manufacturers seem much readier than Continental or U.S.A. makers to exhibit sections of "the works," a notable exception being the cleverly sectioned Fiat 1400 engine which appeared at Earls Court and at other international exhibitions.

Also in the main hall are the Standard and Triumph displays, the Roadster appealing strongly to the Continental eye for line. The Vanguard convertible, introduced last year by the Belgian assembly plant, has proved very popular and appears again. Production of Standards and Mayfleurs from the Nessonvaux plant is at the rate of 350 per month and will shortly increase to 400.

## In the Annex

Out in the annexe the beautiful sleek lines of the Jaguar Mark VII saloon exhibited at Earls Court are well displayed by its turn-table mounting. The XK120 in metallic silver grey is as handsome as any car in the show. At one end, tucked away, are the cream Aston Martin convertible and the light green two-door saloon. At the other end are the V twelve Ferraris, the 2.3-litre saloon and the 4-litre Grand Sport, the latter with three dual carburetors and an output of 220 b.h.p. The Superleggera body of the two-seater has a deep green finish of great depth of colour and brilliance.

Morgan show a blue and a black open two-seater; A.C., at their first Brussels Show ever, a red open four-seater and a beige two-door saloon. Other British cars of sports character are the 3-litre Alvis in silver-grey with red upholstery, the Jowett Jupiter in red, and the little red Singer Nine. The Javelin saloon and the Singer S.M.1500 saloon are also shown. Armstrong Siddeley are represented by a dark blue Whitley saloon and a grey Hurricane convertible, their good finish being typical of the majority of British cars.

Of French cars the Hotchkiss Gregoire and the Renault Frigate seem to attract most attention. The big Lago Record limousine on a long wheelbase chassis is a replica of one supplied to the Bey of Tunis, the body being by Saoutchik and notable for its roominess. A Delage two-door saloon by Letourneur et Marchand is remarkable for showing a somewhat high radiator and bonnet line, as opposed to the general trend to lower the bonnet line in the interest of visibility.

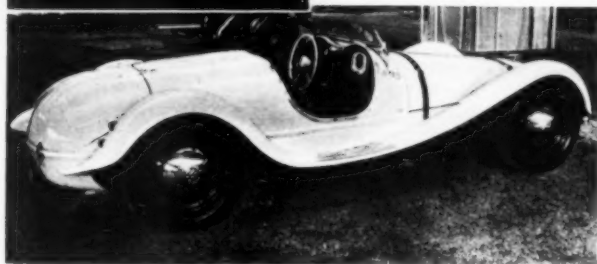
Mention must be made of the artistic presentation of the main hall with an elaborately panelled roof-covering in pink and cream muslin, and very effective strip lighting. The floor covering, stand signs, and decorations are also standardized, the general effect gaining thereby. The exhibition, as previously mentioned, closes on January 24.



The B.M.W. saloon has a number of clashing curves in its wing lines, and an awkwardly shaped front door, but the general effect is not displeasing.

JANUARY 19, 1951

# Around the BRUSSELS SHOW



Yet another version of the Volkswagen, by L. Colvin, coachbuilder. Enormous head lamps fill the front panel and the car is of very low build.

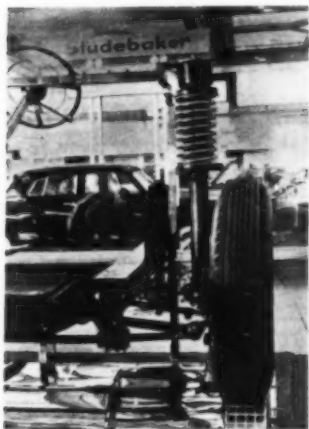


Chrysler's imposing Imperial with its three-section rear window.

Right: Renault show their new 2-litre car, the Frégate, which is not expected to be in full production before the end of this year.

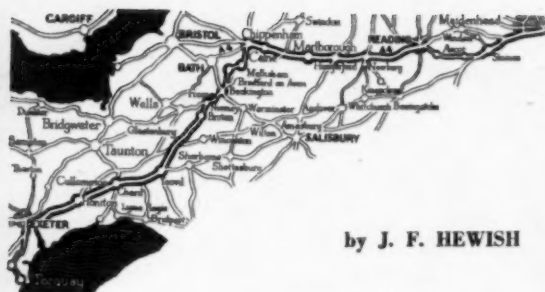


A row of TD M.G. models gives a sporting front to the Riley-Wolseley-M.G. stand.



The unusual spring strut i.f.s. of the Dagenham-built Ford Consul and Zephyr, a notable breakaway from orthodox practice.





by J. F. HEWISH

## WESTERLY WEEKEND

### TWO DAYS, AND LIMITED HORSE-POWER

IT is easy to conclude that there is some special importance attached to the idea of a weekend. There have been Lost Weekends, Happy Weekends, just weekends, and all that the name can imply of leisure, travel, rest, spaciousness or forbidden pleasures. It was only when the tank of a Morris Minor, Series MM, was filled with what seemed a very small quantity of fuel, and the range that this conferred—some 200 miles—was considered, that the weekend which is described began to unfold its deliciousness.

Motorists, plutocrats or paupers, will not experience the same sensations on beginning a journey. The technical man has his brand of pleasure. Much of mine was in the thought of economy; not only was a valuable fuel going to be used to full advantage, but also this machine—one of the outstanding designs among post-war cars—was to

Not the Corniche, but it might be: Torquay Marine Drive.



THE AUTOCAR



Panorama from one of A30's steepest hills, near Honiton.

make possible, purely by excellence of design, travel of a speed and pleasantness that just did not exist some years ago.

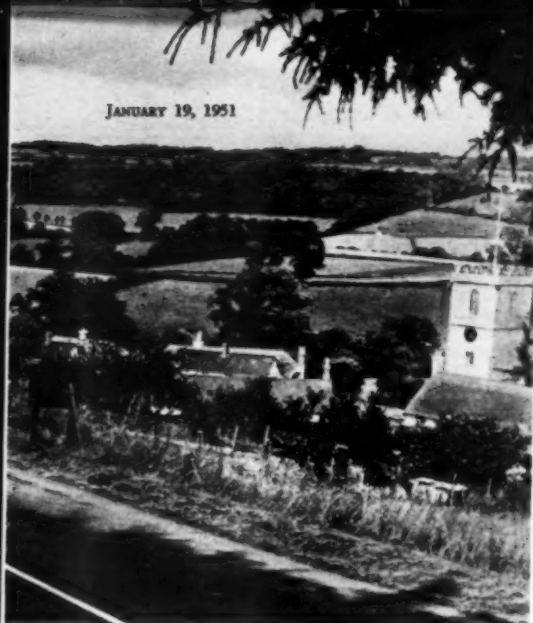
Leaving London on a Friday afternoon provides some of those sensations that a marooned sailor must feel as he watches a ship sail into the distance without him. It is tantalizingly difficult to get out of the place. A unique piece of conurbation (as has been said); and with the sudden renaissance of motoring in the last year, conditions are probably worse than they have ever been. Though there may have been less motoring since the war, there are more cars. It is just necessary to take a firm hold on the impatience, and the weekend, and to prepare to engage first gear some thousands of times, until the county of Berkshire, or Surrey or where you will, confers its own brand of linear freedom. My object, to begin with, was Berkshire, and a route for Wiltshire. Threading Clapham and Morden on a Friday suggests strongly the enormous number of routes from London. One can go slightly south-west, to Ascot, or choose one of the routes north of the Thames, Western Avenue or the Great West Road. If it were possible to get high enough in a super-space ship, London would present something of the interlacing of those famous marshalling yards at Hamm.

### Escape

The delight, for the City-pent man, on getting out of London might almost be made an argument for living there. Even amongst cities, London is different, for its thronging population and traffic, in the summer months, present human adaptability with special problems. Hence the lyrical delight with which one sees the sprinkled coinage of evening sun under the leaves, and on the roadside dust. The air is different, if a sunshine roof or a convertible design make it possible to savour it.

The plan was to spend a night in Wiltshire, and continue to Devon and the sea the next day. After just touching A30, that fine westerly radius which leads on to Devon and which was to be rejoined later, the route for Reading was taken from Sunninghill, to join A4 and continue to Newbury and Marlborough. Evening sunshine can be hard on the eyes, when westerling at this time of day, and it was easy to discover that smoked glasses, of the common or garden sort, as opposed to Crookes or polaroid, provide not less glare, but merely a smoked glare, which is to normal glare as bacon is to pork, different, but





essentially the same. Thus, a mental note to buy a good pair without delay. It is so often the small details that are the very basis, and not the embellishments, of a journey. Many a would-be suicide must have been deflected from his purpose by means of a cup of tea.

I like A4, for it is level mostly, and not crowded, even under present conditions. There is Hungerford, and the trout Kennet and the towns on this route, even before the opulent building of Central Wiltshire is reached, have an air of intelligent longevity and good health; and Marlborough, with its wide main street and the faces that make it evident that one is in an old town, and one that probably contains a school. There are cars that contain parents, and evening horsemen.

### Chords of Response

Different temperaments respond differently to country; it may be something to do with childhood, and I have often wondered at the reason for it, but my choice is definitely for the open variety. Some people are scattered, mentally, on the downs, preferring the pastoral style as an inner need, but such tastes certainly matter. My landscape may be anathema to the next man. The Marlborough downs in the declining light lay as if they had been brushed with a rapid and copious stroke of golden colour, and some drops of it, from this direction, had got into my eyes. After the huge and (in origin) uncertain mound of Silbury is passed, it is not very far to Chippenham, or, if one likes, to Bath and Bristol.

Motoring with a small car is an art in itself, for it demands an understanding of what a rather limited torque can do. This cannot cope with large variations in speed, and these must be avoided if the 35 miles in the hour of which the MM is easily capable are to be achieved. Thus the engine must be kept turning, and there is no doubt that it is designed for just this.

Small Wiltshire towns provide an almanac of sensations as the hands of the clock turn. Melksham at 5.15 p.m. is a variation on the theme of Chippenham at 5 and the change of light contributes to the effect. I suppose that the hundred-odd miles from London to mid-Wiltshire can be covered in less than three hours, in a small car, but such figures demand everything in concentration, and perhaps more from the engine and tyres than is desirable.

The German language has a most convenient verb for staying the night. It is *ubernachten*. I overnights at

Bradford and set off the next morning for Devon. This requires some cross-county motoring, on a southerly diagonal to Yeovil, to pick up A30 via Frome and that place that sounds like an advertisement—Wincanton. If the final halt at the sea is not to be too hopelessly brief then motoring is more important at this stage than sight-seeing. It is a pity not to be able to stop and taste the quality of half a dozen such places. The interest that takes their place is mechanical. The energy to operate the controls on a well-designed modern front-end has been cut to the minimum, even on the worst roads. It would be reassuring to imagine that the tyre wear is comparable to the steering forces required.

The direct radius to the west, A30, is picked up at Yeovil, and from here the familiar beads-on-a-string analogy is the only one for the way that Chard, Honiton, and Exeter follow one another on this route. Such spacing is a good indication of progress. There are fine green panoramic views when the light is good, such as that from the famous hill with the sibilant name, Windwhistle. It was a test in the days of the London-Exeter coach, and it is still, when horses are replaced by unitary horse-power.

Thus to the sea, by, some would say, an elaborate passage, but many have gone farther for less satisfying objectives.



London traffic seems remote, where A4 leads in to Newbury.

A colonnade of beeches. One of the many variations provided by A30.





# RALLY LATEST



On through the night with ice under the wheels and snow-laden trees dazzling white in the glare of the head lamps. Left: In the conditions which prevailed when these photographs were taken, the signs warning of skidding dangers constituted a masterly understatement. Falls of rock loosened by the bad weather are an unpleasant hazard on the mountain roads and, if the ice is bad, conditions are complicated by non-competitors having accidents among themselves.

## VITAL SECTOR OVER WHICH EVENT COULD BE WON OR LOST

ON Tuesday next, January 23, starting signals will be given by timekeepers at Glasgow, Lisbon, Monte Carlo, Oslo, Palermo and Stockholm to 362 crews who will be starting on Europe's big winter motoring adventure, the Monte Carlo Rally. During four days and three nights they have to cover a difficult route of about 2,000 miles from each starting control, maintaining an average speed of 31 m.p.h. with no time allowances for eating, sleeping, refuelling or repairs; they are due to arrive in Monte Carlo at intervals from 6.34 a.m. on Friday, January 26.

A full list of entries and a map of the routes were given in *The Autocar* of January 5. As the number of applications is far in advance of the number of competitors who can be handled, the number of entries to be accepted from each country was established in advance on the basis of previous rally entries, and Britain, which has always strongly supported the rally, although British drivers have succeeded in winning it on only two

occasions, has the second largest contingent with 70 competitors against 90 from France.

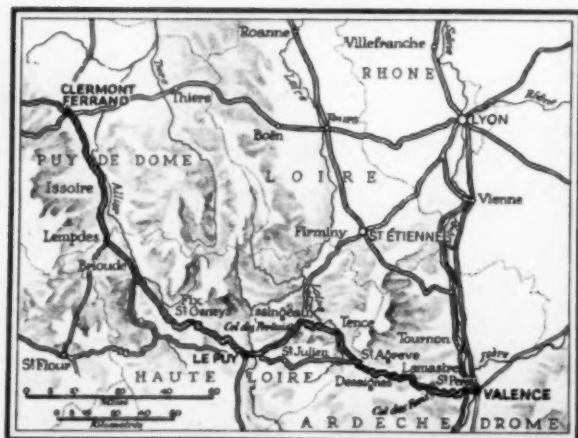
This year the national club of each competing country was given the task of selecting the entrants from the available applicants, so the rally has more than ever the air of a classic international contest between crews and cars chosen as the best representatives of their countries.

Sixty-five of the British competitors are starting from Glasgow and the route is complicated for them by a diversion to Llandrindod Wells before they catch the boat from Folkestone to Boulogne en route for Belgium and Holland.

All routes converge on Bourges, from where the route goes via Clermont Ferrand over the mountains of the Massif Central to Le Puy and Valence. After that the rally joins the route of last year's event via Gap, Digne and Grasse.

If the weather is bad, the top placings in the rally will almost certainly be decided on the section from Clermont Ferrand through Le Puy to Valence,

The new route section on which the photographs on these pages were taken. Given bad weather, this mountain section could prove critical in deciding the winner.



which has been specifically included by the organizers this year in the hope that the winner will be found on the road section and not in the eliminating tests at Monte Carlo. The section begins easily enough with well-surfaced main roads, but it becomes narrow, winding and rough as Le Puy is approached and between there and Valence there is a great deal of climbing and descending over narrow tortuous roads with precipices yawning at the roadside to discourage any attempt to slide the corners. The photographs on these pages were taken on this section only a fortnight ago when conditions were such that it was virtually impossible to maintain the average speed required.

#### Alternative Routes

Le Puy is only a passage control, but lateness at Valence will be penalized at the rate of 10 marks per minute. A failure to pass through a time control means exclusion from the rally, but competitors of various nationalities have noted that failure to get the road book stamped at a passage control costs only a penalty of 50 marks. If there is really bad weather for the Le Puy section, it would not be surprising to find a number of people arriving at Valence without the passage control stamp in their road books, for there are other ways round, and it might be an investment to sacrifice 50 marks rather than risk being stuck for an hour or more on the mountain road.

A few British competitors have been able to investigate parts of the route and these photographs were obtained when one of the Jowett Jupiter team was carrying out a brief reconnaissance in the first week of January, but the Frenchmen have an undoubted advantage which will pay rich dividends if conditions are anything like last year. Becquart and Secret, last year's winners, revealed in an interview how they were glad to see the snow falling, for, being residents in Savoy, they felt they were almost unbeatible in difficult conditions on the mountain roads they knew so well. Louis Rosier, champion racing driver of France, is another competitor who benefits from local knowledge, as he lives in the Clermont Ferrand area and they say he has almost worn grooves in the Le Puy road. If the mist comes down, as it can quite quickly, few even amongst the Frenchmen will be able to hold him.

The subsequent section through Gap and Digne to Grasse may be just as bad. Three weeks ago it was completely covered in snow and at the top of the Col de Cabre the snow was six feet deep. The snow plough had been able to clear only a track wide enough for single-line traffic on the Col de Leques and on these



The pictures on this page show what the vital road section from Clermont Ferrand through Le Puy to Valence looked like three weeks ago. Parts of the later section over the Col de Cabre and the Col de Leques were worse, with snow up to 6ft deep.



roads buses and coaches show a very strong disinclination to be passed. Such conditions can be heart-breaking for tired competitors trying to maintain the required average speed, and in the event of two cars colliding, complete chaos can result. In the words of one of the French competitors who was over the section at its worst just after Christmas, "It will be more like the Retreat from Moscow than the Monte Carlo Rally."

From Le Puy onwards the mere repetition of the names of the passes to be climbed conjures up visions of endless work with steering, brakes and gear box just when the crews are becoming really tired, to say nothing of the cars. The Col de Pertuis is 3,300 feet high, and there is a descent to 2,800 feet at Yessingaux before climbing again to 3,400 feet at St. Agrève.

There is another road to the south which by-passes this section and is almost 10 kilometres shorter. It would be a tempting alternative but for the fact that it is rough and rises an extra 500 feet. At Christmas it was blocked by snow. The

official rally distances are based on the Yessingaux-St. Agrève route.

Soon after Valence comes the Col de Cabre (3,800 feet) which was only just practicable with chains when *The Autocar* staff member tried it; then the road descends for a fast run to Gap and Digne. Then come the Col de Leques and those of Luens and Valferrière, followed by the Pas de la Faye, all rising to well over 3,000 feet to block the road to the sea and (they all hope) sunshine.

The special nature of this year's event, with its limited hand-picked entry, has spurred the French on to special efforts to maintain their record of victory. Renault and Simca teams and many of the others had all been over the route in force before Christmas and it was said that at least one car had been overturned in the process. The star teams were due to tackle the route again in their actual rally cars in the first few days of the New Year.





Swinging it: a snake charmer blows vigorously to a young cobra near Bombay. Left: A gate in the walls of historic Ghazni, on the way to Kabul.



By Doctor Matthew Da Fano

Part 2

## Overland Odyssey

A LOVELY red Mark VI Bentley at Falluja, on the Euphrates, was a surprise and we envied its smooth-riding i.f.s. as it later passed us on the bumpy road into Baghdad. On arrival at Khanaqin we were informed that we had taken a considerable risk in travelling by night over the road from Baghdad. In fact, travel after dark is inadvisable in all the countries east of Baghdad because of occasional banditry. Next morning we were soon bowling along a good tarmac road up into the Persian hills. Except for some "wash-outs" and pot-holed sections, chiefly on the passes, it remained good most of the way to Teheran. It continually ascends and descends, rising at places to some 8,000 feet. The home of the manager of the Kermanshah Petroleum Co., and the Hotel Elvend at Hamadan provided our two night stops en route. By the third evening we were knocking back vodkas in the sophisticated bar of the Hotel du Parc at Teheran. Modern Teheran, with its wide avenues, symmetrical layout and strong French influence, is largely a product of Reza Shah Pahlavi, the dictatorial king who reigned between the two wars. Being anxious not entirely to abandon old plans of seeing something of Central Asia, particularly after meeting that great authority Sir Claremont Skrine at Teheran, we set off due east for Afghanistan on Novem-

ber 10, along the Silk Road, down which for thousands of years the long caravans had started out for China. We said goodbye to tarmac roads for 1,500 miles. This run through Afghanistan, and subsequently through Pakistan, while both arduous and dangerous, was unique and so interesting as to have made the rest of our journey a mere preliminary.

The first lap, to Meshed, was nearly 600 miles. It is a very dusty, gravel-surfaced highway, corrugated almost the whole way. Endless *sullah* dips and acutely hump-backed bridges impose continual hard braking. There are several fords, none deep at that time of the year. Snow often lies on the road in winter—as also on the Baghdad-Teheran route—and during and after April rains long sections become impassable. We passed through a barren and desolate countryside—made eerily prehistoric by volcanic hills rising abruptly out of the plains—and crossed several passes. Thanks to the Anglo-Iranian Oil Co. we were able to spend our two nights on the way with the managers of the depots at Shahrud and Sabzevar. Meshed is the holiest city in Asia for the Shiite sect of Moslems and is dominated by the magnificent shrine of Imam Reza, with its beautiful attendant mosques and minarets, all gold and blue. A constant stream of pilgrims and devotees

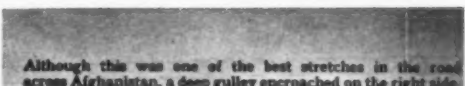
come to pay homage at the jewel-studded tomb, but access is strictly forbidden to all other faiths and my wife ran a great risk in smuggling herself in with an Iranian friend, heavily veiled and draped in a black *chadar*. Thousands of colourful peoples of many races fill the streets, many of strong Mongoloid features. We enjoyed for ten days the lavish hospitality of Mr. Marandi, the local A.I.O.C. manager, and had the car kindly serviced by "Kerpetco's" garage. All chassis and coachwork screws, nuts and bolts had to be tightened after the run from Teheran and this procedure became a routine thenceforward every 500 miles to Bombay. Our car was not exceptional in this respect and manufacturers would do well to use more rivets wherever possible and elsewhere locknuts and similar locking devices. A strong metal plate under the petrol tank, to protect it from sharp flints, is also a most desirable fitting.

The drive to the Afghan frontier is over a smoother road. From Yusafabad we set off in the dark to cover the twenty miles of poorly marked desert track through known bandit country to Islam Qaleh. We eventually lost our way and after much searching suddenly blundered into the Iranian frontier check-post and its four guards. These unappetising fellows refused to let us pass and it was only after an unpleasant hour's argument at the point of a bayonet that we managed by a ruse to get back out of their little fort into the car and tore off into the dark pursued by shouts and shots. We reached the Afghan frontier and Islam Qaleh without further incident. International car Customs documents are not recognized in Afghanistan and we had to obtain a letter from the Afghan Ambassador at Teheran permitting our car duty-free transit. He also provided us with an authority to draw petrol, as this, in contrast to the previous countries we had traversed from Cyrenaica onwards, was rationed. Seventy miles of very bumpy, dusty track brought us next morning to Herat. The personnel at the hotel, as frequently elsewhere in Afghanistan, were suspicious, obstructive, insolent and out to cheat the traveller. Every attempt was made to prevent us seeing the town without an official guide. Afghanistan is still very much a closed country and on the whole very backward. The traveller's progress is reported by telephone to the capital, we were told. Most of the tribesmen had an untrustworthy and ruthless appearance. The narrowest Islamic customs control the lives of the people and every woman is shrouded in the tent-like *durka*.

The road to Kandahar is quite well equipped with petrol stations and rest houses, both (like all the hotels in the country) Government-owned. The rest houses, simply furnished but quite comfortable, provided sheets, bedding and wood-burning stoves. As in Pakistan and India, we found it better gastronomically, medically and financially, to bring and cook our own food. The roads throughout Afghanistan are very bad; dusty, rough, corrugated and bumpy beyond all conception. Most bridges were down,



Tyre repairs at Shivpuri, Gwalior, on the Delhi to Bombay portion of the route. Below: A particularly fine setting for a statue.



Although this was one of the best stretches in the road across Afghanistan, a deep gully encroached on the right side.







### Overland Odyssey: continued

involving detours over river beds and through fords, the latter often impassable during the spring months. Our car was shaken unmercifully and the tyres suffered severely. We had three punctures one day in a distance of a hundred miles. From Kandahar the road to Kabul ascends gradually to a height of 9,000 feet, before dropping to the capital 2,000 feet lower. On the way we managed, in spite of official disapproval, to secure some photographs of historic Ghazni, and an enormous retinue of gogging and rapacious-looking persons watched my wife purchase a fine sheepskin jacket, called a *poshteen*, there. Most of the traffic on the roads consisted of incredibly decrepit old buses and lorries, both invariably overloaded to an extraordinary degree.

Kabul was freezingly cold; a straggling city, which mixes modern buildings with twisting ancient quarters, surrounded by high snow-covered mountains. The only hotel was very full and far from good. An invitation to lunch at the British Embassy came as a pleasant contrast from Sir Giles and Lady Squire. Excepting the hotel staff, many people in Kabul were educated, polite and helpful, while the tribesmen and traders in the bazaars formed a diverse motley of Central Asiatic races.

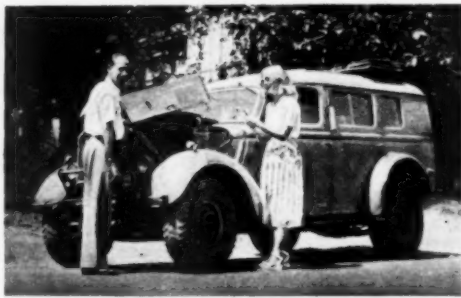
Two hundred miles of very bad mountain roads took us over the Lataband, down the Kabul river gorge and past Jalalabad to the foot of the Khyber. Fine views of the 20,000 feet high Hindu Kush ranges and intriguing caravans of shaggy great Bactrian camels helped to ease a tiring drive. We raced up the superb tarmac road from the Pakistan frontier to the summit of the Khyber with unrestrained whoops of joy and very proud of British

Street scene at Sibi, Upper Sindh. In the East traffic can, and does, negotiate such streets.



engineering. By dusk we were down the other side and soon after in Peshawar.

After a restful week we were ready to set off with Lt.-Col. Edwards of the Frontier Corps, who had kindly consented to our accompanying him from Waziristan to Fort Sandeman and Quetta. At Bannu we were obliged to wait the night for an armed escort of Waziristan Scouts to accompany us to Jandola owing to the presence of outlaws on the road. After lunching next day with the officers of this historical outpost, we proceeded, now with double escort, to Fort Sandeman. At Jandola we were—exciting thought—a mere twenty miles from Razmak, by then in the hands of the Fakir of Ipi. At Gul Kach, the frontier post between North-West Frontier Province and Baluchi-



Petrol pump trouble on the road from Agra. The fitting of both mechanical and electrical pumps proved valuable. Above, left: The pontoon bridge at Rajghat, south of Agra. It is replaced by a ferry during and after the monsoon rains.

stan, we were ordered by radio to proceed no farther that night; admonished, in fact, for covering the last dangerous twenty miles in the dark. My wife, consequently, had the distinction of being the first woman ever to spend the night there. A few hours of driving next morning took us out of the harsh, rocky, mountain defiles of this grim and strife-ridden area into the wide valley of the Zhob, up which we made good time, to reach the summit of the pass above Quetta at dusk. We let out Abdullah, our cat, to play with him in the snow up there, blissfully ignorant until later that a merchant had been killed and robbed and a bus shot up at the same spot a few days before. Our escort had not come past Fort Sandeman and Lt.-Col. Edwards had stopped far behind to empty dirt out of his petrol tank.

After a cold respite of a day at Quetta, we continued to Karachi, which we reached on Christmas Eve. Our route thence to Lahore took us through Sukkur and Multan and after a week there we left for Delhi. Nearly all of this run from Quetta was over fairish tarmac roads. After crossing the Indian frontier at Amritsar we had the pleasure of being shown round the Golden Temple of the Sikhs by two of the customs officers. The actual shrine, almost surrounded by a small lake, is built of solid gold.

New Delhi is beautifully laid out on Paris-inspired lines and the old city is full of historical buildings, but we did not linger long, being anxious to reach Bombay and have a few weeks' rest there before our projected four months' tour of Southern India. The Taj Mahal, uniquely beautiful as we had long heard, kept us a full morning admiring its marble splendours.

It was disappointing to find quite 400 of the 900 miles to Bombay consisting of markedly bad roads. Interminable rows of the ubiquitous bullock-carts constantly blocked the road and we had several punctures on the way. Many cars in India fit a row of small chains to the front mud-guard, which prevent the bullock shoes thrown up by the front tyres from embedding themselves in the rear ones. From Nasik, a good concrete road took us the last 115 miles to Bombay, where we arrived late on February 3, with exactly 13,000 miles on the clock since leaving London.



# "IT WON'T START!"

HOW TO DEAL WITH A COLD-WEATHER PROBLEM — WHICH NEED NOT ARISE IF PREVENTIVE MAINTENANCE IS ADOPTED

**J**UDGING by correspondence received, by casual conversation overheard, and by the direct evidence of various neighbours who have to call up the local garage on cold mornings, starting difficulty is more common now than many of us suppose.

Admittedly when conditions are both cold and damp even the best of engines may be a little awkward. But for the most part reluctance to start comes from the greater starting load resulting from increased oil viscosity. Just simply that. As temperature falls oil in the bearings and on the cylinder walls becomes congealed and so offers greater resistance to the turning effort of the starter. An unusually heavy load is thus imposed upon the battery and the resultant considerable voltage drop adversely affects ignition. Quite apart from all this, the available rate of current flow from the battery diminishes with falling temperature.

It is an unhappy phenomenon that when starting difficulty is encountered the average person tends to lose his head and makes all sorts of frantic efforts, whereby he rapidly exhausts himself both mentally and physically. The owner should arm himself, there-

through. All these things should have routine attention *before* the cold weather really begins.

Given that everything as indicated is in order, an engine that starts readily in normal weather will start almost as easily on the coldest winter morning likely to be experienced in this country, subject to the reservation that the purely mechanical difficulty of overcoming the resistance of cold oil may still be excessive. Supposing that the starter turns the engine very sluggishly indeed, it may be assumed that the lubricating oil is congealed. An undercharged battery may be a contributory factor, of course, but if the sluggish action is coincident with the cold weather, it is pretty clear that oil viscosity is at fault.

## Hot Water and Thin Oil

When the immediate problem is to start with as little delay as possible, it is futile to recommend changing the oil in the sump, even supposing that the stuff inside is fluid enough to drain out! A quick remedy is wanted and if enough domestic hot water is on hand the cooling system should be drained and refilled with moderately warm water, which can be drawn off almost immediately and replaced by very hot. In all probability the engine will then turn reasonably freely.

But if there is no ample supply of hot water the final remedy still remains. Drain the sump, and, while it is draining, go to the nearest garage and bring back the requisite quantity of

oil of the next lower S.A.E. rating. If this is not recommended by the makers, change over again as soon as the cold spell ends.

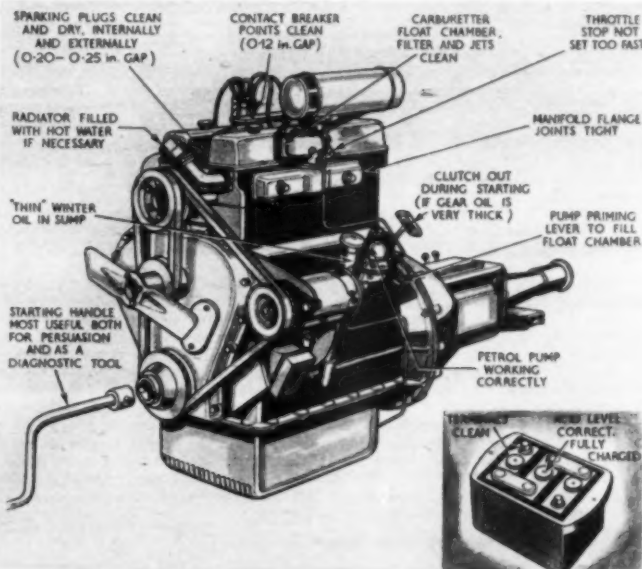
Cold accompanied by excessive humidity is a most unfavourable condition and it is a serious seasonal problem in some districts. It is indeed appalling to find everything under the bonnet covered with a heavy dew that runs into beads of water which collect in small pools in plug pockets and other lodgments. Yet it is doubtful if surface moisture on the external parts of the engine is responsible for bad starting. Low tension leakage, as across the end terminals of the coil, or inside the contact breaker, is unlikely, since the leak path offers so much higher resistance than the legitimate connections. High-tension leakage is more likely to be troublesome, although the only really vulnerable places are the outsides of the sparking plug insulators. If they are dirty as well as wet they should be cleaned and dried. Wet high-tension cables are unlikely to prevent starting unless their insulation is badly cracked or otherwise in poor condition.

Under really humid conditions by far the most likely cause of failure to start is condensation of moisture in the idling jet or starting device of the carburettor. Here it may be pointed out that that unfashionable and out-moded device, the starting handle, is a most valuable tool for diagnosis. A very good tip for adjusting a carburettor for easy starting, particularly the more simple types, is to select idling jet size,

By DONALD H. SMITH  
M.I.Mech.E.

fore, with the thought that an engine in good condition is more likely to start than not to start if the appropriate drill is followed and provided that the under-bonnet temperature is not appreciably below freezing point. Essential requirements are that the engine should be in good mechanical condition, with sound compression and no air leaks at manifold joints or connections to suction-operated devices. Lubricating oil should be of the lowest recommended viscosity, generally one labelled S.A.E.20. This is, perhaps, the most important factor in easy cold starting.

On the electrical side the battery should be fully charged and have clean terminals. Contact breaker points should be flat and bright and free from burnt-looking pits, while sparking plugs should be clean and dry externally, and internally they should be freed from whitish deposits on the points. Gap settings will vary somewhat with different engines but if official instructions are not available, 0.012in (12 thous) for the contact breaker and 0.020 (20 thous) for plugs should serve. Cleanliness, internal and external, is essential and this applies particularly to the carburettor. The filter (if any) should be clear, any sediment in the float chamber bowl should be removed and jets should be blown



**"IT WON'T START!"***continued*

slow-running adjustment, starting air and what-have-you so that the rule-of-thumb advice to "adjust till the suck sounds wettest" can be fulfilled. This can be done only with the help of the starting handle! Turn the engine by hand gently and listen to the suck through the carburettor (removing the air filter if necessary). Normally there should be a "wet suck" when the choke or starting device is in action. If there is not, assume that the starting jet is closed by a film of condensed water vapour and clean it before wasting time on the ignition system.

The starting handle will usefully free the engine on any cold morning before dissipating valuable battery energy. Its use also serves to fill the carburettor if a mechanical fuel-lift pump is fitted, although these mostly have a priming lever by means of which the float chamber should be filled before attempting to start; on cold mornings this alone is a valuable means of conserving the battery.

On the subject of starting handles, certain cars are no longer provided with one, while unfortunately many owners

on a mechanical pump, or by switching on with an electric pump. After setting the choke or easy-start control, pull over compression three or four times, meanwhile listening for "the wet suck"; when this is heard, switch on the ignition, give one or two firm, sharp pulls over compression and the engine will fire. If there are only one or two desultory "pops," however, or if the engine starts briskly but immediately stops, and if all this is accompanied by a strong smell of raw petrol, it can be assumed that there has been over-choking. The engine must be cleared by holding the throttle wide open while the starter buzzes it round. On switching on it will probably start with a roar and the throttle pedal must be brought back promptly.

**Avoid All Panic**

Above all, much of the starting difficulty is psychological. The man who gets excited, hysterical or destructive is well on the way to exhaustion. A car which normally starts without trouble does not suddenly acquire a new and intractable temperament just because it is a cold, damp morning. If "first fire" is not obtained almost as promptly as usual it is simply that the lower temperature (or humidity) has introduced a fault. Identify and clear it and the response is usually immediate. Frantically prolonged cranking either by hand or starter motor, without such rectification, will get nowhere.

Supposing the battery is flat, what is to be done? Obviously another ready-charged battery is the best answer. A spare battery maintained with the help of a trickle charger can be made to earn its keep by changing over with the one in the car every two to three months, and the owner always has an instant replacement to hand—a most comforting state of affairs. Those who rely upon other people to get them out of trouble, however, must borrow or hire, or a friend's car or motor cycle may be run up alongside and two wires connected therefrom to the flat battery in parallel, that is, positive to positive and negative to negative. Thus connected, a handle start can be made, the wires being disconnected as soon as the dynamo begins to charge.

If the battery is not accessible, the desired result can be brought about by connecting the positive (+) wire from the external battery to the cylinder head or any "earthed" part of the chassis and the negative (-) to the terminal on the coil marked "SWI" or "BAT." For making quick connections of this nature it is best to have two rubber-insulated wires fitted with crocodile clips at their ends. Separate wires are preferable to a length of twin flex since it is all too easy with the latter to mix positive and negative leads at the remote end. Such wires are useful items to have about the place at any time.

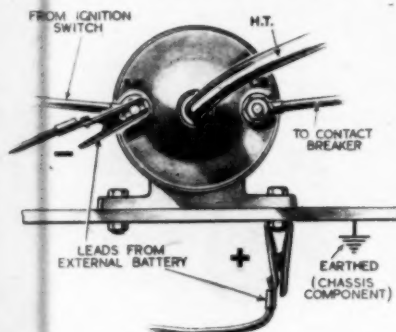
Where a battery charger from the mains is available and the battery is not completely flat the engine can usually be started (by handle) if the charger is connected across the battery and switched on in the usual way. On no account, however, should the starter motor switch be used, since the starter virtually "dead shorts" the battery and it will either blow the charger fuse or damage the charger if no fuse is fitted. Disconnect the charger without stopping the engine, as the battery voltage quickly builds up enough for ignition.

Other methods of assisting in *extremis* have been suggested from time to time but they are troublesome and by no means certain, while the requisite bits and pieces are not always available. Dry batteries, for example, are a possibility as a voltage boost for an almost flat accumulator, but the torch size will not provide a sufficient amount of current to start the engine "on their own." Too much importance, however, appears to be given to ignition voltage. Provided the handle is used, a cold start can be obtained with standard 6-volt equipment on as low as 4½ volts (or 9 volts on a 12-volt set). It is the starter that demands all that the battery can give—ignition will respond to a quite sub-normal voltage. The best insurance against bad starting is correct battery maintenance; a "full" reading on the hydrometer coupled with a voltmeter open circuit reading of just over 2 volts across each cell provide satisfactory indications that the battery is in order.

**Standard Coils Adequate**

Standard equipment is more than capable of starting any engine which is in good mechanical order and is lubricated with low-viscosity oil. More battery capacity would often be desirable, but that is a matter for the makers. As a check on the views put forward, a small car with admittedly rather sluggish starting characteristics was easily hand-started with only two cells of its 6-volt battery connected, using the standard coil. Further tests were made with the full 6 volts using (a) the standard coil, (b) a small coil from a motor cycle and (c) a large and expensive "sports" coil. No appreciable difference in effort was noted. Each start was from cold; temperature in the unheated garage was 34 deg F. Then a boosting device was fitted in parallel across each coil in turn, and although starting was not noticeably easier there was less need to use the choke and idling was steadier.

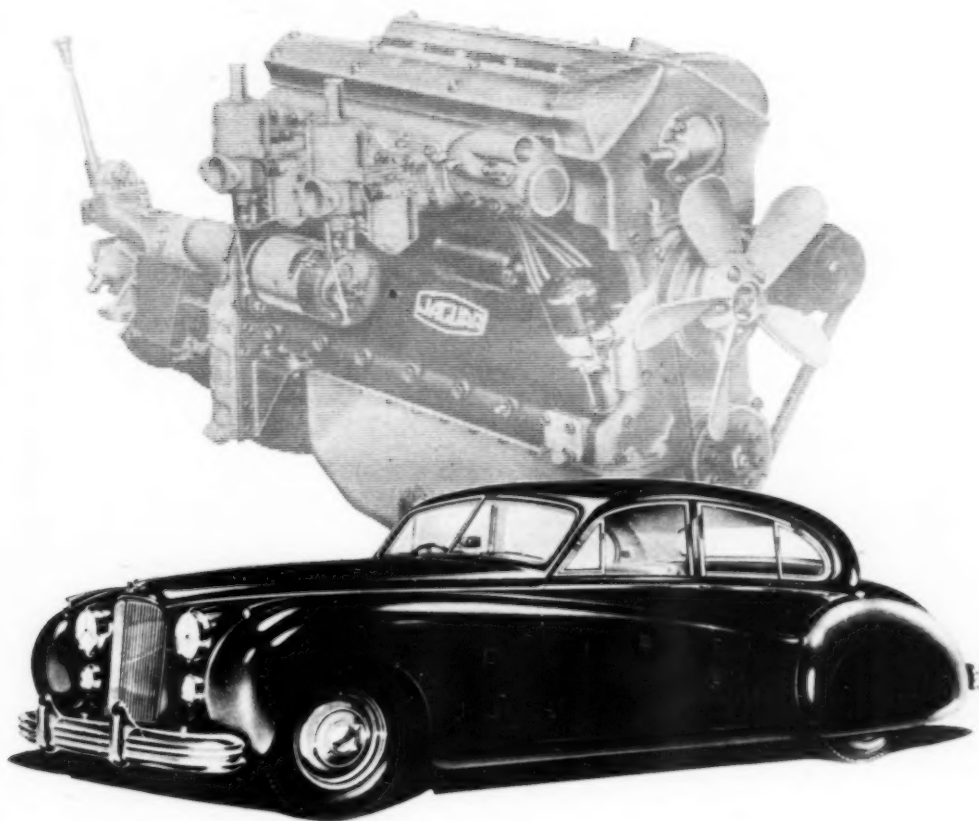
On the whole, therefore, it may be concluded that starting trouble apparently coinciding with a cold spell is mainly the cumulative effect of indifferent maintenance and that a well-cared-for engine and electrical equipment co-operate in wanting to start if given half a chance.



A temporary connection to the ignition system from a borrowed battery, using crocodile clips.

are quite unskilled in the art of using it even when they have one. Yet hand starting will eliminate many of those incidents when the car is immobilized by completely running down the battery with the consequent S.O.S. to the local garage.

Bearing in mind that speed of rotation has very little influence on the effective starting of an engine with coil ignition, it is only necessary to pull firmly over compression to produce results with the starting handle; there is no need to be violent and no need to exhaust oneself. An almost certain hand start can be effected at any temperature likely to be experienced in an unheated garage in this country, particularly if a paraffin radiator lamp is placed in the bonnet overnight. First of all the float chamber should be filled either by means of the priming lever



*world famous in a week . . .* Within seven days of its sensational debut at the London Motor Show, the Mark VII Jaguar Saloon was heralded as the car of the year throughout the world. Certainly its striking appearance made it (in the words of the "Autocar") "The Prima Ballerina of the Show" whilst the incorporation of the internationally famous record-breaking XK 120 engine ensures speeds in excess of 100 m.p.h. with noiseless, effortless ease. But there are many more outstanding features which drew forth such spontaneous approval. Its generous comfort for five or six passengers, its wide ranging viscosity, its enormous luggage accommodation and its superior independent front suspension — all contribute to make this Jaguar the most distinguished car of our time.

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# GOOD YEAR

FOR LONG LIFE AND LASTING WEAR



## 1½-LITRE IMPACT

### HOW CANADA REACTED TO A 1939 M.G.

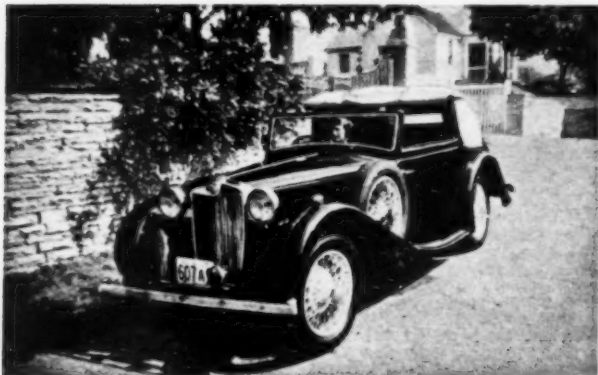
**J**UDGED by the prevailing Canadian "transportation" standards of the time, I bought an exceedingly rare bird in 1947 when I acquired my present 1939 VA series 1½-litre M.G. Tickford drop-head coupé. I purchased the car from its first owner, who had bought it new in England and had had it shipped out to Canada after the war. Before proceeding further, I should say that at that time British cars in the Toronto area were slightly scarcer than hen's teeth. Service was impossible and spare parts were absolutely out of the question from local sources. This was obviously before the advent of Britain's all-out export drive.

On first seeing the M.G. in and about Toronto, a few discreet enquiries on my part divulged that the owner was contemplating disposal, but only on the delivery of another car. Unfortunately, the new car failed to materialize for some months after I had arranged to buy the M.G. By the time I ultimately acquired the car, the engine had disintegrated mechanically through neglect and inadequate servicing. In view of this, the owner discounted the cost of an overhaul, on an estimate which I had obtained, from his "asking price." This condition was somewhat paradoxical as, while the engine was a shambles, the coachwork and cellulose were spotless and quite as new. I think I would have dropped the M.G. then and there had it not been for its exemplary finish. Before I finished with the car, however, I ended up with what amounted to a new engine, so I suppose I was actually ahead as my extensive (and expensive) overhaul came more or less within the original estimates, and the price of the car had been adjusted accordingly.

The overhaul took nearly six harrowing months. Spares and parts had to be procured from England, some of which had to be specially made and took even longer to obtain. On dismantling the engine a rather disturbing fact reared its head—it was not a standard 69.5 mm VA block but a specially bored unit with oversize 74 mm bores. Much correspondence with Abingdon confirmed this, so, in view of the truly atrocious state of the cylinders, I had no alternative but to fit specially machined liners to bring the engine dimensions back to standard. The Specialoid people, who had just opened a Canadian factory, proved extremely helpful in this respect by supplying the odd-sized liners and matching standard-sized pistons. These were duly received from England and sunk in the block. I might add that the liners were personally delivered to me by Specialoid's Canadian managing director while on a trip to Toronto.

#### Emigrant's Task

As an interesting sidelight, I had the overhaul carried out by a local heavy commercial vehicle repair firm as the standard of workmanship was particularly good. However, this concern soon found that few of their mechanics knew anything about an M.G., or any British car for that matter. The car was a question mark to them, differing vastly from the heavy trucks and coaches they were accustomed to service. It was a bit of providence that an English fitter-engineer was taken on by the firm at about the time my liners arrived, and he was forthwith assigned to reassemble the M.G.



Proud owner inspires envy when he enjoys the Canadian summer in the open. The Tickford top is three-position—closed, open or de ville.



Wire wheels and side-mounted spare were quite sufficient to focus attention on the traditional Abingdon front end.

Although he was a singularly good man and knew his work, he had just arrived from England and was completely unfamiliar with the S.A.E. oil grade standards commonly used in Canada. When he had painstakingly assembled the engine from the mounting pile of bits and pieces, and had been fastidious enough to repaint the cylinder block carefully in M.G. red (which was unheard of in the shop), he proceeded to fill the sump with six quarts of S.A.E. 50 motor oil.

Now S.A.E. 50 is an extremely heavy oil by Canadian standards and eminently suited for a badly worn tractor engine, but it was far too heavy for a brand-new, tight-fitting overhauled engine. He even considered this grade on the light side and enquired if there was any heavier oil, his detection being by the debatable "touch" method. No harm was done, luckily, and an appropriate lightweight 20 oil was soon substituted.

I have noticed that up to quite recently, British car manufacturers and the motor trade in general did not attach much importance to the weight or viscosity of oil and that the S.A.E. rating system was not used. This led to some interesting developments when some of our local agents sold their first British cars, and filled the sumps according to the British home market or domestic service manuals; but that is another story.

#### Big Moment

Finally the overhaul was completed and the car was ready for the road. I must say that as my freshly waxed car rolled out of the shop for its initial run-in, all of the time, expense and headaches connected with its rebirth faded into insignificance. I had a mint-condition M.G.

I nursed the car very carefully during its first 2,000 miles, using vast quantities of upper cylinder lubricant and frequent oil and filter renewals. The latter I had to import from England. Everywhere I took the car it immediately became a side-show for all and sundry. One occasion in particular was an oil change which I made in a small town. I drove the car carefully over the pit in view of its narrow track, and left instructions that the sump be filled with six quarts of S.A.E. 20 oil. I don't suppose this service station had ever had an English car in before, much less an M.G. of this type, so the attendant was completely floored when I told him that the sump held six quarts. Most large-engined American cars accommodate between five and six quarts of oil, while the smaller models generally take four.

When I returned to collect the car, it was thronged with interested onlookers. Apparently the service station attendant had gone around to various neighbouring garages and asked the mechanics if they



## 1½-LITRE IMPACT

continued

would like to come up and have a look at the British "racer" that had a tiny engine holding six quarts of oil. Most of them viewed the full-flow filter with scepticism as the by-pass filter is universal on American cars. I answered all kinds of questions about this filter. "What would happen if you let it go?" and "How does it work in cold weather?" were typical remarks. The fact that twin S.U. carburettors were fitted was immediately taken as an indication of the tremendous power potential (also of its petrol consumption). The size of the 1½-litre engine in relation to the bonnet length was a never-ending source of humour, but I was always given to understand that it must be an at least 100 m.p.h. job, "what with those two carburettors an' all." I think I could have sold my M.G. a dozen times over. On occasions I would be stopped on the road by a rare enthusiast tearing up beside it in another car asking for "gen." Sometimes notes would be found in the windscreen asking me to communicate with so-and-so at such-and-such a telephone number about the car.

Another time I left the car outside a hotel in a country town, and when I returned I found the M.G. with its bonnet up and five or six locals peering in. Ordinarily this might have resulted in hard words, but by this time I was thoroughly conditioned to anything. I answered their elementary questions and proceeded on my way, the topic of much future conversation, I suppose, among the mechanically minded townsfolk.

This was not my worst encounter with such objective individuals, however, as at

a later date I parked the car in Toronto's airport parking lot, which was adjacent to a taxicab stand. When I returned to the car I found it literally teeming with cab drivers, two of whom had taken the extreme liberty of getting into the car and turning the radio on. This was annoying to a degree and resulted in my placing a formal complaint with the cab company, as well as with the airport supervisor staff; not that it did any good whatsoever. This probably sounds unbelievable in England but it was precisely my experience with the M.G. In traffic I was frequently the unfortunate subject of shouts and wild gesturing on the part of adolescent road users in old cars.

## Well-known

Possibly this sounds critical, but these were the extreme cases. In all other instances where the car aroused interest, I found that the onlookers were friendly and merely exhibiting a genuine curiosity about the car. Any number of them were well acquainted with the make and its English reputation. In fact, several of my best friends were people whom I met directly through the M.G. The quality of the paintwork and attractive interior wood panels was a never-ending source of interest, as was the red leather. The rev counter was a subject of some mystery to many, who often mistook it for some sort of clock or, alternatively, as a metric speedometer.

I have never driven a car which is quite so much at home in snow and on ice as my M.G. It is so effective under these conditions that it is the writer's responsi-

bility to "break through" the family driveway after a snowfall to permit an American car in the garage access to the street. I have used the car every day throughout the winter, without tyre chains or even the need for a tow or push. Cold starting difficulties with it are completely unknown although I keep a constant check on the state of such items as the points, plugs, coil and mixture. I have never liked to use the choke on any car, and the M.G. seems to require less of this than most makes which I have driven. The mixture is quite lean; in fact the carburettors have not been touched since a good cleaning last summer.

My M.G. was one of the very first in this area, and it still is the only one of its type in Canada that I know of. There have been some servicing difficulties, but with the present organized British car servicing arrangements in Canada, this has ceased to be a major problem. I have endeavoured to keep the car in excellent condition, although at present the hood could be replaced to advantage. It is frequently mistaken for a new car, or an experimental model not yet on the market. The excellence of the materials and workmanship in the Salmons-built coachwork speak for themselves, and have so far fully resisted the racks and straining to which some of our roads subject a car. In this respect the car is far quieter than many all-steel-framed American cars.

Suffice to say, the car has pleased me in every way and, if I say so myself, I think it may have in some small way played its part in the present high popularity of British cars in this area.

ROLLAND L. JERRY.

## Guard Rails and Accidents

PEDESTRIAN ACCIDENTS ON A8 AT HARTHILL, Jan. 1, 1946, to Dec. 31, 1950.

Sex and Ages	Crossing Road headless of traffic at			Other circumstances involving the persons injured in columns 2, 3 and 4		
	Pedestrian Crossings	Opening in Guard rails	Street Junction	Walking in road	Under Influence of drink	Screened by stationary vehicle
	(1)	(2)	(3)	(4)		
1. M.6	1					
2. M.41 & 53			2		2	
3. F.72	1					1
4. M.5		1	-			
5. M.5			1			
6. M.43				1	1	
7. M.7		1				
8. M.9	1					
9. M.6	1					

Lanarkshire Constabulary

ON a previous page The Scribe has recounted the curious, though possibly adventitious, reluctance of the authorities to supply information regarding the effect of pedestrian guard rails on accidents. At least one authority, however, is fully informed on this subject, the Chief Constable of the Lanarkshire Constabulary having provided detailed statistics for the village of Harthill, which straggles on either side of the Glasgow-Edinburgh road (A8), along which pedestrian guard rails were erected in 1943 at a cost of only £1,200.

In 1946 (May 24 issue), *The Autocar* recorded that "a most striking reduction in accidents" had followed the erection of guard rails. "No child, for instance, has been injured in this area for over a year." The record has not quite been maintained, as the table alongside shows, but there are few who would dispute that the Harthill figures are an eloquent testimony to the pedestrian guard rail.

Harthill's guarded main street.



It will be seen that only ten accidents have taken place in five years, and that in three of these the victims were under the influence of drink. One further victim was obscured by a stationary vehicle. For the remainder, the Lanarkshire Chief Constable's letter is eloquent both in the explanatory sense and as an expert opinion on guard rails. The relevant passages are as follows:

"Of the accidents mentioned, three were of a serious nature and the remainder slight. Where children were knocked down at pedestrian cross-

ings, they rushed into the roadway without any consideration of vehicles in the immediate vicinity.

"Without doubt, the pedestrian guard rails have a definite tendency to lower the accident rates normally caused by pedestrians carelessly crossing or otherwise encroaching on to the road. This is borne out by the relatively small percentage of pedestrians injured in a main thoroughfare which carries a very heavy volume of traffic and the not inconsiderable crossings and goings of pedestrians across the street.

"The one difficulty experienced, is the lack of co-operation on the part of some shopkeepers failing to replace the movable rails opposite their premises, after being opened to facilitate the movement of goods to and from vans, etc."

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1949 AUSTIN A.70 Saloon, 9,000 miles	£1,350	•	1949 MORRIS Oxford Saloon, 5,000 miles	£1,795
1948 AUSTIN 16 Saloon, 7,000 miles	£1,395	•	1949 MORRIS Six Saloon, 10,000 miles	£1,100
1949 AUSTIN A.125 Shearline Saloon, 13,000 miles	£1,745	•	1949 RILEY 2½-litre Saloon, 5,000 miles	£1,635
1949 ALLARD Drophead Coupe 11,000 miles	£1,950	•	1949 RILEY 2½-litre Roadster, radio, 13,000 miles	£1,525
1947 ARMSTRONG Hurricane Coupe	£1,325	•	1938 ROLLS-ROYCE 25/30 h.p. 7-seater limousine by Thrupp & Maberly, 9,000 miles	£2,500
1948 BENTLEY Mark VI Steel Saloon, 19,000 miles	£4,350	•	1949 ROVER '75' Saloon, 8,000 miles	£1,595
1947 DAIMLER 7-seater limousine by Wind-over 13,000 miles	£2,750	•	1947 ROVER 10 Saloon, heater, 13,000 miles	£1,995
1949 FORD Prefect Saloon, leather 4,000 miles	£1,340	•	1948 STANDARD Drophead Coupe radio, 12,000 miles	£1,775
1949 FORD Prefect Saloon, leather 9,000 miles	£1,795	•	1949 STANDARD Vanguard Saloon, radio, heater, 8,000 miles	£1,995
1949/50 HILLMAN MINX Phase IV Saloon, 7,000 miles	£1,775	•	1949/50 SUNBEAM TALBOT '90' Saloon, 5,000 miles	£1,395
1949 HILLMAN MINX Phase III Saloon, 8,000 miles	£1,725	•	1949 TRIUMPH '2000' Roadster, 5,000 miles	£1,100
1949 HUMBER Hawk Saloon, radio, heater, 6,000 miles	£1,395	•	1949 VAUXHALL Wyvern Saloon, 6,000 miles	£1,945
1949 HUMBER Super Snipe Saloon, heater, 14,000 miles	£1,545	•	1949/50 VAUXHALL Velox Saloon, radio, heater, 3,000 miles	£1,850
1949/50 JOWETT JAVELIN de Luxe Saloon, 2,000 miles	£1,125	•	1948/49 WOLSELEY Four-fifty Saloon, 18,000 miles	£1,850

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## CORRESPONDENCE

The driver of a Vauxhall Wyvern was repaid for the hazards of the snowy Luton-Harpden road by the beauty of the snow-laden trees.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

### TURBOCAR FORMULAE

Piston Engine Supersede Should be Encouraged

[63065].—Most of Mr. J. Sinclair's letter [63052] deals with aspects of gas turbines as known today or are confusing and irrelevant to the issue which I have raised.

May I express the latter again as follows: Will the proposed new formula stimulate the development of gas turbine-driven cars on sound economic lines or not? Mr. Sinclair is silent on this point. Instead, he says that to limit the maximum rate of fuel consumption for a given power, as I have suggested, would place a crippling handicap on the turbine in competition with a reciprocating engine. If this is so, may I ask what would be the purpose of considering at present gas turbines for automobiles except as racing freaks?

The need is, therefore, to concentrate all available energy in perfecting the gas turbine to the point of advantageously replacing the piston engine in cars, as it has already done so quickly in aircraft, and any new formula designed to govern Grand Prix racing should in my view plainly help this purpose by ensuring that power will not again be bought at an extravagant price.

GEORGES ROESCH, M.I.Mech.E., M.S.A.E., M.S.I.A.  
London, N.W.11.

### CARS AND CORRUGATIONS

Two Comments from South Africa

[63066].—In the article "The Long Road Back" (November 24) you mentioned that the Volkswagen was providing competition for the small English models in this country—well, to date I have seen two Volkswagens in Johannesburg, South Africa's largest town, both of which had German number plates. I

might add that I always keep my eyes skinned for any new type of car. There is a Volkswagen assembly plant being erected at Pretoria, but it will be many moons before there will be any cars for sale here. One car which you did not mention is, however, selling fairly well here and that is the Opel, especially the larger Kapitän.

In the article "South East Survey" (December 1), Mr. Basil Eyston says that because of half-elliptic springing all round on his Austin Sixteen he had to take it very gently over the corrugated roads. I am convinced that had he pushed his right foot down a bit harder and travelled at speeds over 40 m.p.h. he and the car would have felt much less of the corrugations. I own a Singer 4A Roadster and have just completed a 1,200-mile holiday tour and found that 40-45 m.p.h. on my car was the best speed for corrugations. It was well known in this country before we had i.f.s. that the only solution to corrugations was speed.

Johannesburg, S.A.

C. H. WOLFF.

### AUDIBLE WARNING

Too Much Leads to Lower Standards?

[63067].—The Scribe is quite right to advocate sounding the horn for passing "crown-of-the-road huggers," but he is too hard on the "silent-driving" school (January 5).

Just as Trafficators encourage careless motorists to turn without consideration for drivers behind them, so widespread hooting encourages them to cross intersections and junctions without consideration for those approaching at right-angles.

Legitimate uses of the horn are to warn pedestrians of a car turning into a road they are about to cross, or to warn motor cyclists and cyclists of a car about to pass. Even for this last purpose, the horn is not unreservedly recommended, as the good cyclist is always on the alert for cars approaching from the rear, and takes care on hearing an engine, usually audible in plenty of time, to keep well to his side. The sleepy cyclist, on the other hand, who might not notice the engine, is quite likely to be startled by a sudden hoot into momentary loss of control, and thus into the very accident that it was intended to guard against.

More widespread use of the horn than this is not to be advo-

## CORRESPONDENCE

continued

cated, as its value in making driving theoretically safer is immediately cancelled, in practice, by abuse on the part of the thoughtless, who automatically allow themselves a corresponding relaxation of driving care. The result, as of the introduction of most mechanical aids to motoring, could hardly fail to be a still further decline in general driving standards.

May I add that the organization in whose name I write is an association founded in 1928 for motorists with a proved record of accident-free driving. We believe in courtesy on the road at all times, and advocate not necessarily slow but always safe driving, with full consideration of all the conditions prevailing, whatever the time and place.

H. J. MORGAN,  
London, W.1. Secretary, Order of the Road.

## DANGER BY NIGHT

Two Regulations That Are Not Observed

[63068.]—During the war and the black-out two regulations were introduced which had been advocated for years by everyone concerned with safety on the roads. Cyclists were compelled to carry a rear light, and motorists to halt on the left (or "near") side of the road after dark. These are elementary rules of safety, which every sensible person observes whether he is compelled to do so or not.

Have these two regulations—among the few good things which resulted from the war—been allowed to lapse? Few of us are fond of government by regulation; but here, at least, "administrative convenience" ought not to be allowed to defeat common sense.

Barton-on-Sea, Hampshire.

## MAGNETIC COUPLING

More Information on the Subject

[63069.]—With reference to Mr. C. R. Davy's letter [63049] concerning magnetic fluid clutches and their braking applications, the following information may be of interest.

The American Bureau of Standards in Washington holds all master patents.

About a year ago, before my society, a member read a paper on "Magnetic Fluid Clutches" illustrated by blueprints of some, experimentally made by his firm. One was demonstrated at the Physical Society's annual exhibition last Easter by the Radar Research and Development Establishment of the Ministry of Supply.

The advantages of this clutch or brake are as follows: The power transmitted or absorbed respectively is directly proportional to the current used. The brake form can therefore be used as a dynamometer. A further advantage is that a clutch of about the size of a cocoa-tin will transmit to the order of 5-7 h.p., also no linkage is required which can wear out.

London, S.E.18. DAVID J. HARRISON, Stud. I.C.E.

## MADE IN ABINGDON

Praise for the M.G. Midget

[63070.]—The periodic references you make to the M.G. would suggest that someone, or possibly more than one of your staff, has a very warm regard for this most attractive car, especially in the open two-seater form.

For many years I have envied every owner and in the early part of this year I saw in a showroom a 1949 TC model, in what was to me a new colour, Clipper Blue. Everything was as new and the speedometer registered just over 3,000 miles.

Knowing the service manager of the firm I persuaded him to give me a short run, selecting the worst roads I knew in the district and, greatly to the amazement of this gentleman, who has always regarded me as a staid saloon owner, I purchased the car on the spot.

In case it should be thought that I am a youthful speed hog, attracted by appearance and engine note above all things, I would say at this point that I have held a driving licence for forty-three years.

There is something about the little M.G. which makes it especially attractive, apart from its speed and acceleration, and even if, as in my case, maximum speed is never used, one does come to like the solid feeling which may at first suggest that the springing is too harsh with normal tyre pressures. The car is used almost daily and even during the recent cold spell I have not found it difficult to keep reasonably warm without

the side curtains, which have been erected on only one occasion to see if they fitted properly.

The only alteration I have made, or could wish for, is the fitting of an extra horn switch in the centre of the steering wheel—my now very little used saloon has it in this position and habit can be very useful in emergencies.

Of complaints I have only two. There is nowhere I can park my pipe and nowhere to knock it out in motion except on the edge of the running board, the paint of which is getting sadly chipped. Second, is a very distinct feeling of inferiority complex that one gets when meeting herds of cows, which appear to tower above the car, and I am in continual fear that some day, in a narrow lane, a swinging tail will put paid to my windscreen.

Clipper Blue seems a very happy choice of colour and gives the car an altogether different appearance from those finished in the darker colours, which to my mind lack the appearance of sprightliness so inherent in the M.G. MPL 109.

Bournemouth.

## STREET LIGHTING

Switching Off While Still Dark

[63071.]—I wish to complain of the action of local authorities in switching off street lights well before dawn. As I leave my home fairly early in the morning, on business, I find to my consternation that the lights are all out.

I do not think that this can be a matter of economy as the boroughs concerned seem to switch on the lights well before dusk, and I would like to know if any other readers have the same experience in their home areas, especially during the winter months when the weather is wet and misty.

The writer passes through the boroughs of Leyton, Walthamstow and Hackney, and has always found these to be at fault.

London, E.2.

H. BRODIE.

[And now the authorities have been recommended to switch them off at 11 p.m.!—Ed.]

## WIRING DIAGRAMS

Ready Waterproof Reference Required

[63072.]—It is to be hoped that despite official commitments my good friend L. H. B.-B. ("Simplified Circuits," December 29) will find time to "crusade" our suppliers of electrical equipment into revising their wiring diagrams along rational lines. A waterproof card with the usual Fig. 1 of B.-B.'s article on one side to show the actual harness arrangements, and the B.-B. modification (Fig. 4) on the other—suitably corrected in the head lamp section—would be a boon to all motorists.

Broughton, Cheshire.

J. R. E. OF THE P.S.G.

## STANDARDIZED REBUILDS

A Few of the Considerations Involved

[63073.]—Letter [63034] gives cause for serious consideration. I am an engineering student at one of the foremost automobile engineering colleges in England, and have some knowledge of the pros and cons of complete overhauling. I have, in the past, thought about this matter many times, and hope that some of my conclusions will answer the most interesting question brought up by Mr. C. D. B. Williams.

To commence, I am going to suppose that the present economic situation does not prevail, and that all spares and materials for vehicles are in plentiful production. This, of course, is not so, and leads to the use of what I could describe as "non-standard" materials being used instead of those originally employed; also, different makers vary in the number of years for which they produce spares for non-current vehicles, and in quite a large number of cases spares are not obtainable when required, which causes delay. The necessity of remaking parts that are unobtainable doubles, and sometimes trebles, the replacement cost of that part.

Only a large existing firm could economically undertake this type of work, and they would most likely have to cease all other types of work. To run even more economically, this firm would have to undertake to repair only one particular make of car. The work could be done only on the production-line method, giving each employee a set of jobs to do, as he progresses from one vehicle to the other.

Such an overhaul would cost about £200 for a 12 h.p. family saloon, say. The cost would prohibit the repair of early models, which are not worth the outlay, and the firm would put a limit



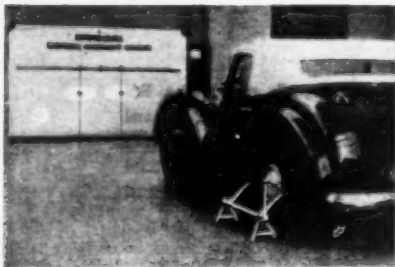


# 88% WERE OFFENDERS

**A CHECK OF HEADLAMPS ON OVER 300 VEHICLES.  
BY OUR GAUGES, REVEALED THIS ASTOUNDING FACT**

This highly dangerous and very unsatisfactory state of affairs should be vigorously combated by all. "NEWNHAMS UNIVERSAL ALIGNING GAUGES" (recently introduced and now being used by the leading car manufacturers and garages throughout the country) set Headlamp Beams correctly in a matter of a few minutes and, in addition to diminishing dazzle to an absolute minimum, they invariably increase effective illumination from 25% to 75%.

Ask your local garage for further particulars of this additional aid to Road Safety Service.



*Above illustration shows car in position for headlamp beam setting*

## These Gauges also

Speedily check road vehicles suspected of misalignment and ACCURATELY correct to the high standard required by Insurance Engineers.

**BEAM SETTING EQUIPMENT - - £29**

**CHASSIS ALIGNING EQUIPMENT - £29**

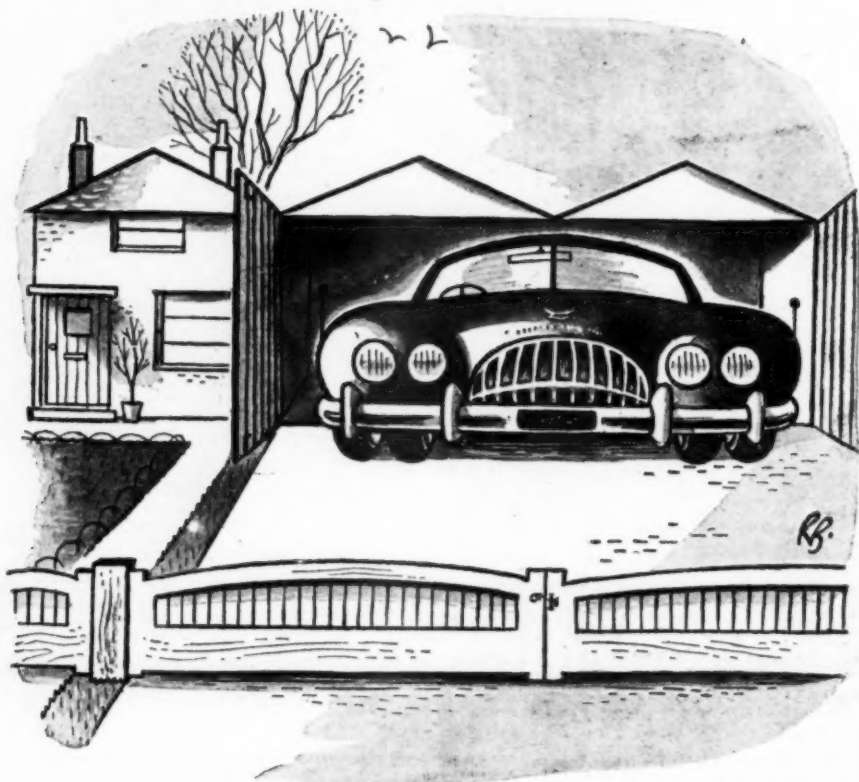
**COMBINED EQUIPMENT - - - £39**

# NEWNHAMS

(Est. over 55 years)

**235-7-9 HAMMERSMITH ROAD, W.6.**  
**PHONE: RIVERSIDE 4646 (9 LINES)**

# Motor how you will...



*I will give you*

**MORE MILES PER GALLON!**

*says Mr. MERCURY*



All kinds of remarkable things can happen when designers really get cracking. But whatever they may think up for you (short of rockets or atomic turbines) National Benzole Mixture will always be the spirit to give you more miles per gallon. That's because benzole is not only an effective anti-knock substance, but it is also a powerful fuel in its own right. Let's hope it won't be long before you can ask for it—and get it!



**NATIONAL BENZOLE MIXTURE**

## CORRESPONDENCE

to the age of vehicle which they would repair. The £200 would cover a laid-down complete overhaul, but "extras" would have to be separately charged for such as tyres, a cracked engine needing renewal, cracked axle casings or buckled wheels, new body panels, and other costly items. Serviceable parts replaced normally under the terms of the overhaul would be sold on the second-hand market by the firm to assist them in keeping their charge down.

This complete overhaul process would involve considerable office work, a large staff, with quite a number of trained engineers amongst them, even if certain work was contracted out to specialist firms, such as coachbuilders and engine reconditioners; also the stores and its attendant paperwork would involve overheads.

I think I can safely say that such a service would be possible, but I can hardly visualize the probability of more than one make or type of car being handled by any one firm. So there again, it would require many firms to cover the many cars on the road today, and even if such a firm were to be set up, Mr. Williams would be likely to find that, satisfactory as it would sound, he unhappily had the wrong type of car. If, as is suggested, the response was considerable, no firm could hope to be economical other than a monotype one.

J. A. BOSTOCK.

Moor Park, Hertfordshire.

## MOUNTAIN TRACKS

## A "Missing" One Located

[63074].—This may help your correspondent [63003] who is in doubt about the Dolgelly-Llwyngwrl track.

Leave Dolgelly on the coast road for Towyn, turn left on the outskirts of Dolgelly (sign-post Cader Idris). This is a narrow road of good surface. Continue to a point overlooking Barmouth where a new parking ground will be found near a rebuilt crofter's cottage. Continue ahead again to a derelict farm and turn left. The road now deteriorates into a grass-covered track.



Mr. Chinn's Morgan on the Dolgelly-Llwyngwrl track.

In about 1/2-mile, with Fairbourne straight ahead, the "road" crosses a stream and the going becomes very rough. Some extremely narrow gates and a steep descent eventually bring you into Llwyngwrl.

By taking the route in this direction, all climbing sections are on hard road. On a fine day, the scenery will be found to be magnificent; on a wet day, the trip may be impossible.

If time permits, leave your car at the crofter's cottage and admire the views of the Mawddach estuary; the time will be well spent. I last took this trip in 1949, using a Morgan three-wheeler.

The old road to Towyn, which starts the same way, was at that time not possible, except by motor cycle, a section of about 1/2-mile near the top proving too much for cars. This is being attended to by the local council, and may be possible by now.

Northampton. S. D. CHINN.

[This correspondence is now closed.—ED.]

## BENTLEY FEATS

Records by a Famous 8-litre

[63075].—It is indeed gratifying to note the tribute paid to W. O. Bentley, our patron, by Mr. C. D. B. Williams in his letter [63007]. He omits, however, one feat which many regard as the most outstanding Bentley performance of 1950. I refer,

of course, to the Class B figures put up last July at Jabbeke, Belgium, by Mr. Forrest Lycett on his twenty-year-old 8-litre Bentley. These were:—

1. Standing start kilometre at 82 m.p.h.
2. Standing start mile at 93 m.p.h.
3. Flying mile (average of two runs) at 180 m.p.h.

These, having been established on Belgian soil, rank as national records, although in fact they better the Class B figures established in this country.

The car, which ran with its full complement of road equipment, used the same back axle ratio for all three attempts, from which it will be seen that the already excellent figures for the flying mile could have been appreciably improved.

The performance received scant publicity, as a result of which many readers may not have been enabled to remark how favourably these figures compare with the better-reported efforts over the same distances—of some of our present-day sports cars.

Sunbury-on-Thames,  
Middlesex.V. L. P. DAVIS,  
Bentley Drivers' Club.

## THE COST OF MOTORING

Figures for a 1937 Fiat 500

[63076].—In reading your first correspondent [62991] on the cost of motoring, I only smiled and reflected that if my motoring cost me over 2½d per mile I would of necessity have to give it up. But when this letter was followed by others, quoting figures of 3d per mile as meritorious for 1939 Eights, I could bear it in silence no longer and added up my total expenditure for 1950.

To give the correct background to the figures I would mention that my 14-year-old car leads a reasonably hard life. It takes me daily across London to the office, and my wife, three young children and luggage up and down the country (often we are off the beaten track) at week-ends and holidays. It normally cruises at 45 m.p.h., and spent part of the year running supercharged (hence the poor average m.p.g.), and competed in a number of trials and competitions.

All the maintenance and the majority of the repairs I carry out myself, and there are no garage costs.

	£	s	d
Tax	6	15	0
Insurance (comprehensive but 55% n.e.h. and bearing first £5)	6	15	0
Petrol (315 gallons)	44	5	0
Oil (5 gallons: bought in bulk but only two-thirds used)	1	15	3
Tyres (two not yet fitted)	11	10	3
Spare and repairs	12	11	0
Miscellaneous (driving licence, anti-freeze, etc.)	18	0	0
	£86	8	6

Mileage 14,125

Miles per gallon 45

Cost per mile 1.46d

During the last six years the car has done getting on for 60,000 miles, and naturally, during such a mileage on an old car, some fairly extensive overhauls have been necessary. With all these included (e.g., £39 on one occasion and £23 on another) the overall cost since 1945 works out at 1.8d per mile. It is a 1937 7 h.p. Fiat 500 coupe

J. K. BELL.

Ruislip, Middlesex.



Recommended by "The Autocar"

**The Autocar "Handbook":** A Complete Guide to the Modern Car (20th edition) By the Technical staff of "The Autocar" 5s (8y post 5s 3d)

**Electrical Servicing of the Motor Vehicle:** Principles Design and Choice of Test Apparatus. By E. T. Lawson Helms. 8s 6d (8y post 8s 11d)

**Motor Driving Made Easy** (10th Edition) By the Technical Staff of "The Autocar" 3s 6d (8y post 3s 10d)

**Town-to-town Mileages:** Quick-reference chart giving distances between more than 300 towns 1s (8y post 1s 1d)

**Automobile Chassis Design** By R. Dean-Arrens. 15s (8y post 15s 8d)

**A Racing Motorist** His Adventures at the Wheel in Peace and War. By S. C. H. Davis. 10s 6d (8y post 10s 11d)

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Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1

# ACCESSORIES and COMPONENTS

## RADIO AERIALS

A RANGE of telescopic car radio aerials is being made by Lee Products (Great Britain), Ltd., 90, Great Eastern Street, London, E.C.2. There are three of their Elpico aerials, all chromium plated on brass, for side, roof, and wing or scuttle mounting. The CA/2 (side fitting) in three sections extends to 5ft, costing £1 6s 6d; the CA/5 (spring-loaded, roof fitting) is a two-section, 2ft 6in model costing £1 13s 9d; and the CA/7 (wing or scuttle), extending to 5ft, costs the same as the CA/5.

## PLUG TESTER AND PEN

A NEON plug tester combined as a neat unit with a ball-pointed pen is being produced under the name Neo Pentest by Neo Electrical Industries, Ltd., 87-89, Corporation Street, Manchester, 4. The price is 8s 6d and pen refills cost 1s 6d. To use the plug tester the pen point is applied to the sparking plug terminal when the engine is running, and the regularity and colour of the flash in the neon tube is observed in the usual way; no shock can be passed to the hand as the Pentest is fully insulated.

## INSPECTION LAMP

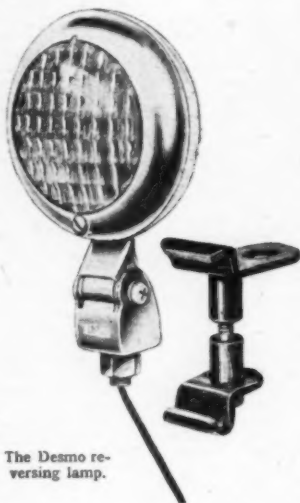
AN inspection lamp with good features is being made by the Kelvin-Norton Electric Co., Ltd., Safetex Works, Barbauld Street, Warrington, Lancashire; it is called the Easilite.

The holder in which the Easilite is normally kept is meant to be mounted on the scuttle under the bonnet and on the left side where oil filler and dipstick and other engine components are usually found. Self-tapping screws are supplied for attaching the holder, requiring only plain, unthreaded holes in the steel sheet of the scuttle. The holder incorporates a drum of the fishing rod type, off which winds 15ft of double flex, sufficient in the £2 (or car) model, to reach anywhere round the vehicle for tyre changes, searching for an object in the locker or using the lamp as a reversing light.

When the lamp is to be replaced in its holder, the flex is easily and quickly wound up on to the drum again, and another fact making for speed in use is the built-in switch by which the Easilite is automatically switched on when removed from its holder and switched off when replaced. The lamp's bulldog clip, by means of which it can be attached to the wing edge or any other point, does not have to make earth return contact, as the lamp is double pole.

A strong crackle stove enamel finish and a wire bulb guard, with a generally robust construction, make the fitting a sturdy and practical one. It has been

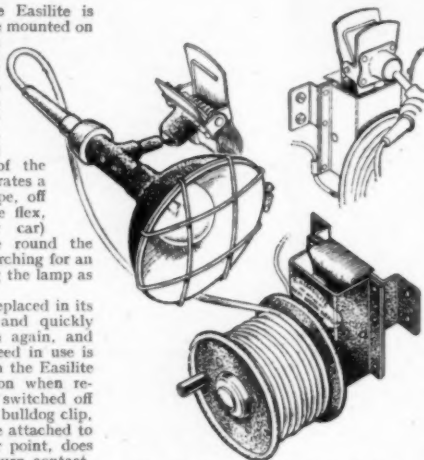
fitted to the car which a member of *The Autocar* staff is driving in the Monte Carlo Rally.



The Desmo reversing lamp.

## REVERSING BY NIGHT

MANY modern cars are equipped with a reversing light, which is a very useful fitting. For those whose cars are not so fitted, Desmo, Ltd., 31, Stafford

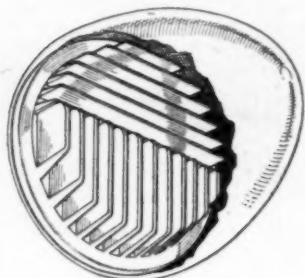


The Easilite lamp and its holder. Inset: The clip of the lamp fits into the holder when the device is not in use and holds a spring switch in the "off" position.

Street, Birmingham, 4, have introduced a new reversing lamp known as No. 2081. It has a universal bracket designed to allow attachment to the rear bumper bar, and there is also a bracket which provides an alternative fixing. The diameter of the lamp is 3 1/4 in, and its depth from front to rear zin, so that it occupies little space and can usually be accommodated in a position where it will not be susceptible to accidental damage. It is finished in chromium plate and is supplied complete with bulb and bumper bracket at 19s 6d.

## GLASS LOUVRES FOR ANTI-DAZZLE LAMP

A NEW version of the use of slats or baffles for lamps to prevent dazzle has been patented by an inventor (Patent No. 610,768). It consists of a glass with a smooth face on its outer side and baffles formed on its inner side. The baffles on the lower half have horizontal top faces and slightly sloping lower faces and are designed to permit a wide sideways spread of light but no upward rays at all. The effect would be similar to that of the usual flat-topped driving light beam. The baffles on the top half, however, are vertical and although they do permit upward rays, do not permit any to pass to the



Horizontal and vertical baffles combined in a lamp glass.

right side in the face of an oncoming driver.

A lamp is thus provided which, if the car does not pitch unduly, should not be dazzling, and as compared with an ordinary flat-topped lamp the provision of some upward light would be useful for the driver. The baffles, however, have an opalescent finish, great depth, and occupy a large part of the glass area, so that there would be considerable loss of total light intensity. If the lamp were to be used as a head-light, this loss would not be acceptable, headlamps being no more than adequate as they are. But many successful driving lamps suppress rather than usefully divert much more of their light than would this type of lamp.

The device is not in production; the patentee is A. S. Tanner, 42, Mount View Road, North Chingford, Essex.



### *All that's best in Britain...*

Once a year the High Street goes gay . . . . . stalls with bright awnings, booths and roundabouts make their appearance, and after dark the normally quiet pavements are alive with whirling lights, laughter and music. The Fair has arrived! Here is a scene as old as our country's history and as typical of our way of life as the craftsmanship that goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain.'

### *The Triumph Renown*

Manufactured by  
The Triumph Motor Company (1945) Ltd., Coventry  
A Subsidiary of the Standard Motor Co. Ltd.  
London: 27, Davies Street, Grosvenor Square, W.1.  
Telephone: MAYfair 5014



TRIUMPH CARS • STANDARD CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS





## INCREASE THE LIFE OF YOUR TYRES

In the bustle of this moving world—the haste to get from one appointment to another—give a few moments regularly to testing your tyre pressures. Tyre pressures determine the comfort of your motoring, safety in braking, road holding and cornering and, above all, the wear of your tyres. If the tyres are maintained at the recommended pressures (and this can only be checked by proper gauging) you'll get much better service from them. This is an important contribution towards your running costs.

TEST THE PRESSURES REGULARLY  
WITH A

# Schrader

*Gauge*

★ Protect your valve cores from dirt and grit. Always replace the caps.

A SCHRADER'S SON BIRMINGHAM ENGLAND

# The Autocar READERS' SERVICE

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, towing, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

## Tyre Sizes

My standard tyre fitting is 5.25 x 18in. and I recently had to renew a rear tyre which, after using for 2,000 miles, I discovered to be a little greater in diameter than the remainder of my tyres. I found that it was marked 5.25-5.50 x 18in. I am at present using it as the spare until I can run a matched pair. Can you tell me why the new tyre should be in a double size and whether I am likely to have done any damage to the differential? Salcombe, Devon. F. S.

TYRE sizes are being amalgamated to some extent and the 5.25-5.50 is an example. There is no need to worry about the differential and you need not be afraid to put the tyre into normal service.

## Remission of P.T.

After a four-year wait a friend of mine took delivery of a new car a month ago. Some months before that he had applied to emigrate, but he received no intimation that he would be accepted. He had to carry on as if he was tied to England indefinitely. Now he has suddenly received permission to sail in a month's time and would like to take the car with him. However, it would not pay him to do so unless his purchase tax could be refunded. If this cannot be done he must sell the car before he leaves but, as it is in Covenant, what can he do? A.H.W. Horham, Sussex.

UNFORTUNATELY there is no remission of purchase tax on cars which have already been purchased. The car may be sold, however, provided written permission is first obtained from the British Motor Trade Association, 97, Park Lane, London, W.1, to whom it will be necessary for your friend to explain why he wants to sell. He will not, of course, be permitted to sell the car at more than the price paid for it and he may not be able to select his own purchaser.

## Anti-Dazzle Law

Perhaps I am unduly sensitive, but I seem to be constantly troubled by dazzle from other cars at night. It seems curious that there is no law making the efficiency of anti-dazzle apparatus compulsory, and I would suggest that you take this up in your journal.

Pill, near Bristol. R. W. G. B.

THERE is a law which makes the efficiency of anti-dazzle devices compulsory. Any lamps of a greater power than seven watts must be either deflected, or

capable of deflection, to avoid dazzle at a certain height and distance from the car. Dazzle itself is not defined and, in spite of these regulations, there is no law compelling the actual use of the "dipper." However, now that the new international agreement is coming into force and the double-dipping twin filament system is to become universal, any drivers who may now be careless with their lights will have difficulty if they let their dipped beams dazzle oncoming drivers for, if so, their full lights will shine too much up in the air to be effective.

## Two Batteries

Is there any objection to coupling two 6-volt batteries in parallel in my car, which is also 6-volt, and thus increasing the capacity? Would it be necessary to alter the charging rate and, if so, how should such an adjustment be made? Colchester, Essex. L. S.

THERE is no objection to coupling up two batteries as you suggest and it would not be necessary to alter the charging rate. If you are troubled with a battery going flat too frequently, we would suggest using a better battery of greater ampere-hour capacity rather than using two units.

## Wheel Wobble

Could you tell me what to look for in tracing wheel wobble on my 1934 Austin Ten? It develops at about 35 to 40 m.p.h. but does not get worse. Some time ago the car had a bump at the front, but this was not serious. J. F. G. Birmingham, 16.

WHEEL wobble may be caused by one or more of the following likely faults: worn king pins, ball joints, steering box, or settlement of the springs, which can affect the castor angle of the wheels. It could also result from incorrect toe-in, a point which should be checked immediately after having a bump of any kind at the front end.

## Petrol Injection

I would like to know what complications would arise in designing a direct petrol injection system along similar lines to that of a diesel engine and so save synchronization of two or more carburetors. J. K.

M.E.L.F. 16.

EXPERIMENTAL work has been carried out for some time with petrol injection. It is difficult to produce injectors and pump mechanisms that will maintain their original setting for a reasonable length of time. Whereas any inaccuracy in mixture setting is not of vital importance with c.i. engine fuel because of its lubricating qualities, a too-rich mixture of petrol would cause excessive engine wear by washing away the oil from the cylinder

bore. The equipment would cost more than two or even three normal carburetors.

## High Altitude

I have a Continental holiday route in mind which will involve a very high mountain climb. I would like to know whether I can get some benzole to take with me and whether my engine, which is fitted with an S.U. carburettor, will need any special preparations to cope with the high altitude. R. T. W.

London, S.W.5.

BENZOLE is unobtainable in this country at the moment and your best plan would be to use the premium grade fuel available on the Continent. If you experience carburation trouble at high altitudes you should find it possible to overcome any difficulty by making slight adjustments to the mixture by easing out the choke as and when necessary.

## Tyre Pressures

I recently had my car weighed while I remained in the driving seat, thereby reproducing the usual driving conditions in my particular case. On comparing the loads per wheel with the figures in the tyre manufacturer's chart of recommended pressures, I found that their figures were different from those given in the car handbook. Can you suggest a reason for the disparity in these figures? T. N. C. Alexandria, Dumbarton.

TYRE manufacturers' charts are really generalizations which may be used as a guide. As pressures should be considered in conjunction with the suspension and characteristics of the particular car, the pressures advocated by the car manufacturers should always be followed.

## Rotor Arm

In some distributors the metallic part of the rotor arm is roughly rectangular in shape with, of course, a slight curve on the outer end. On others there is a protrusion giving it an L shape. I would like to know the reason for these differences. R. J. S.

Banbridge, Co. Down.

THE L-shaped arm was to allow for any inaccuracy in the alignment between the rotor arm and the points in the distributor cover, resulting from wear in the contact points being taken up (the setting of the contact points does influence slightly the alignment of the rotor arm). On cars with a wide degree of automatic advance and retard this shape also makes sure that contact is maintained with the distributor cover when the spark occurs. Normally these inaccuracies are overcome by precise setting in the first place and many manufacturers now use only the rectangular pattern.



Prominent among British entries for the Monte Carlo Rally are the teams of Humber and Standard Vanguard cars. The three Humpers, one of which is shown on the left, with drivers H. Pilmore Bedford and R. M. Carter, are equipped with Marconi inter-communication radio, enabling them to keep in contact with one another during the run. On the right is one of the Vanguards with its crew of well-known trials drivers, K. C. Rawlings, G. D. Waldron and L. J. Tracey.

## THE SPORT

Conducted by S. C. H. DAVIS and  
J. A. COOPER, A.M.I. Mech.E., M.S.A.E.

THE Glasgow contingent in the Monte Carlo Rally will be made welcome on their arrival at Llandrindod Wells by the Hotel Metropole. The main lounge will be at their disposal, hot baths and a continuous service of light meals will be available, there will be sleeping arrangements for those who want them, and sandwiches and hot drinks for the journey. Other garages offering all-night help and refreshment to competitors on their way to France are Evan Cooks, Queen's Road, Peckham, London, S.E.15, and the Folkestone Motor Company, in Cheriton Road, Folkestone.

No fewer than six Jowett Jupiters are competing in the rally; apart from the official team of three cars (Wilkins, Wise and Ellison), they are entered by a Scot, K. B. Miller, S. Fabregas Bas of Spain and J. Scheffer of Holland. Incidentally, the ambiguity which appeared to exist in the regulations has now been cleared up; any competitor unable to establish his presence at a passage control (as well as the time controls) will be

excluded from the rally. Such interest was shown by competitors in this point (see page 71, which closed for press earlier) that the matter has since been made the subject of a special instruction to all entrants. So it is no good thinking that you will miss out the sticky bit through Le Puy and get away with a small penalization—you won't!

**TIMES OF BROADCASTS ON MONTE CARLO RALLY—B.B.C. LIGHT PROGRAMME**  
January 22: 10.20-10.30 p.m. 23: Radio Newcastle. 7.7.25 p.m. plus 10.55-11.00 p.m. 24: 9.10-9.20 a.m. 10.20-10.30 p.m. 25: 10.20-10.30 p.m. 26: 10.20-10.30 p.m. 28: Radio Newcastle. 7.7.25 p.m. 31: Live witness account, 1.45 p.m.

DRIVERS of the three 3-litre Mercedes which are now on their way to South America for several races in the next two months will be Farina, Lang and Karl Kling. Farina has presumably been released by Alfa Romeo for this tour, which makes it seem improbable that the latter firm will compete themselves, as has been rumoured. Lang was, of course, one of the pre-war Mercedes team drivers, having a very successful season in 1939 and still holding the outright lap records for many of the Continental circuits; he has driven the 2-litre Veritas-Meteor cars in various races during the past eighteen months. Karl Kling, on the other hand, is a post-war German discovery, and is thought to be one of their best hopes.

THE famous Paris-Saint Raphael "ladies only" rally will be held again this year, commencing on February 27 and finishing on March 4. Organized by the Automobile Club du Var, this was in pre-war years a notable competition, involving the maintenance of a high average speed and various tests. This year's event should be quite up to specification, the required average for the larger cars being 37½ m.p.h., and the tests including a timed kilometre at Monthéry, a hill-climb and a wiggle-woggle test.

Any type of car may be entered; among those who will definitely be competing is Betty Haig, who has taken part in this rally four times already. Details from the Automobile Club du Var, Quai Albert Ier, Saint Raphael (Var), France.

LAST Friday night the Sheffield and Hallamshire Motor Club held their annual dinner and dance at the Grand

Hotel, Sheffield, and a very good party it was. Mike Beardshaw's Cooper 500, suitably polished, held pride of place at one end of the room, and its owner was suitably applauded when he received



THE MAN AT THE WHEEL

A. Powys-Lybbe

The name of Anthony Powys-Lybbe was well known in pre-war days, by reason of the frequency of its appearance among the award winners at Brooklands and many other venues. Powys-Lybbe remained faithful for many years to the Alvis marque, and put up some extremely creditable performances at the wheel of an old aluminium-bodied "duck's backed" 12-50 two-seater. This car possessed a surprising turn of speed; later its owner turned his attentions to the six-cylinder Silver Eagle model, and put up some remarkable speeds in the 1935 Tourist Trophy race on the Ards circuit with a four-seater car of this type.

In 1937 Powys-Lybbe took over a famous old Monza Alfa Romeo, formerly raced by (among others) Brian Lewis and Luis Fontes, and with it put up a good run in the Empire Trophy race at Donington Park. He was also responsible for rebuilding and modifying one of the legendary 1926 1½-litre Talbot-Darracq team of cars, but never raced it; since the war it has appeared in the hands of George Radford before finally going to Australia, where it is still being raced. Powys-Lybbe now possesses a monoposto 2.9-litre Alfa Romeo, with which his most recent success was the winning of the handicap race at the Ulster Trophy meeting last year, the first race to be run over the new circuit at Dunrod, near Belfast.

### COMING SHORTLY

- JANUARY 19.—North London Enthusiasts' C.C. Annual dinner-dance, Hendon Hall, Hendon, London, N.W.4.
- 19.—Mid-Cheshire C.C. Annual general meeting, White Barn Hotel, Cuddington, 8 p.m.
- 21.—North of Ireland M.C. Trial, Londonderry.
- 21.—Blackpool and Fylde M.C. Trial, Wales.
- 21.—Berkhamstead M.C. and C.C. Annual general meeting, King's Arms Hotel, Berkhamstead, 6 p.m.
- 22.—Royal Scottish A.C. Film show, Blythswood Square, Glasgow, C.2, 8.45 p.m.
- 22.—Leicestershire C.C. Annual general meeting, Windsor Room, Bell Hotel, Leicester, 7.45 p.m.
- 23.—Monte Carlo Rally, Glasgow contingent starting 1.10 to 2.39 p.m.
- 25.—B.A.R.C. Annual general meeting, Committee Room, R.A.C., Pall Mall, London, S.W.1, 6 p.m.
- 25.—V.S.C.C. Social meeting, which will include a brain trust, Jolly Farmers, Enfield Road, Enfield, 7.30 p.m.
- 26.—Mid-Cheshire C.C. Film show, White Barn Hotel, Cuddington, 7.45 p.m.
- 27.—Manchester University M.C. Rally, Manchester.
- 28.—North Devon M.C. Houlford Trophy Trial, starting from the New Inn, Muddiford, 11.30 a.m.
- 28.—M.C. Car Club (S.E.) Trial, Chilterns.
- 28.—Southern Jowett C.C. Annual luncheon and general meeting, South Kensington Hotel, Queen's Gate Terrace, London, S.W.7, 1 p.m.

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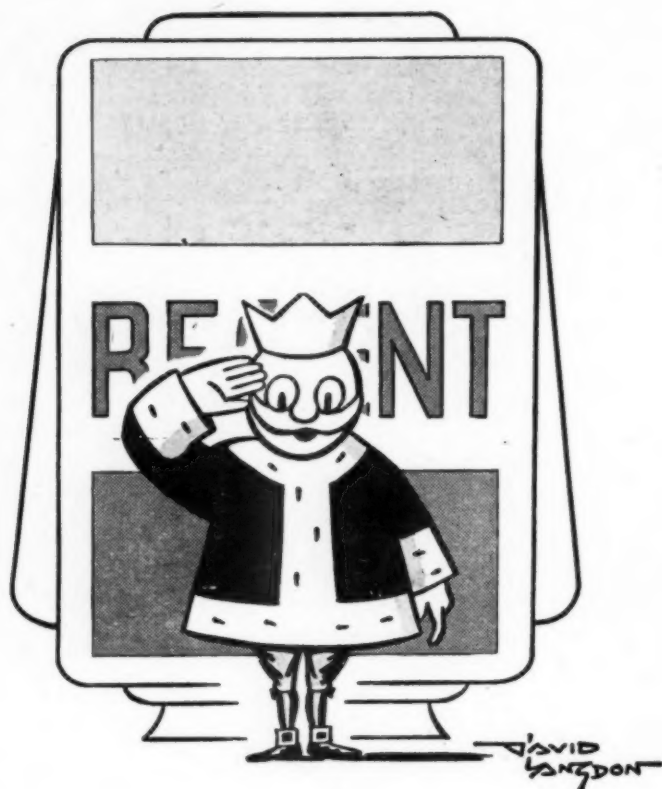
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## THE SPORT

from Mrs. Settle, the president's wife, the Hallamshire Star for the greatest number of points scored in the club's events during the year—the third consecutive occasion on which he has won it.

Among the speakers were the Lord Mayor of Sheffield, Alderman Keeble Hawson, at one time the club's honorary solicitor, and C. D. Wilson, stalwart of Yorkshire motoring circles. Other familiar faces included those of T. C. Harrison, J. Clegg, M. S. Wilson, E. S. Sneath, C. Corbishley and none other than Frank Vacey, once the "Red Devil" of speedway fame, who is planning to enter the four-wheeled competition world with a DB2 Aston Martin. The proceedings included a showing of the film of the High Peak trial, which was first shown, completely edited and titled, at the Palace Hotel in Buxton during the evening of the day of the event; this is the second time the club has achieved this, a remarkable feat.

UNDER the presidency of A. E. Moss, the Harrow Car Club dined, wine and danced most enthusiastically at the Abbey Hotel, London, N.W.10, last Friday. Speeches were admirable for so much comment in so few words, founder member J. Coyne appealing for more young members to take on executive duties, in response to Rodney Walkerley's toast to the club.

IT is with regret that I have to announce the recent deaths of two well-known personalities in the world of motor sport, A. G. Reynolds and J. W. Whalley. George Reynolds, who was just eighty-one years old, will be remembered by many for his long association with the Essex M.C., and for his many years as timekeeper, especially at Brooklands. By profession a master printer, he put in an enormous amount of work in both motor cycle and car interests, and was one of the quiet and unassuming personalities who are often the backbone of the organization.

John Whalley was an immense enthu-

## CLUB NEWS

**Dublin University M.C. and L.C.C.—K. P. Murray**, driving a Ford-engined 3,917 cc. M.M., repeated his last year's success in the Grafton Cup Trial on January 6, which was held in Powerscourt Deerpark, Co. Wicklow. There were five observed sections on each of the three laps, and a timed climb, including a hairpin, in which aggregate times decided the result. T. P. Ohle (1,172 Ford Special) gained second place, while an M.G. TD, driven by L. Collen, was third.

**Royal Scottish A.C.**—Members are invited to attend a film show to be held at club headquarters on January 22 at 8.45 p.m. Programme will include films of the Rest-and-Be-Thankfull hill-climb, 1950 Monte Carlo Rally, 1950 Grand Prix d'Europe, Veteran Car Run and the 1950 motor cycle T.T.

**Peterborough M.C.**—A club visit to the B.R.M. workshops at Bourne was organized on December 30 under the personal supervision of Raymond Mays. A supper party followed, after which a talk was given by Mays on the difficulties encountered in production of the B.R.M. and its prospects for the future.

**North Devon M.C.**—Starting point for the Houlford Trophy Trial on January 28 has been changed from Barnstaple to the New Inn, Muddiford. Time is still the same, 11.30 a.m.

**Lagonda C.C.**—The annual general meeting will be held at the Prince of Wales, 150.

siast who competed in eleven Monte Carlo Rallies, frequently from Athens, which was the toughest of all routes in those pre-war days. He also drove in a vast number of trials, always with Ford, which were his special interest, and competed at Southport first with a 24 hp. Model A, and later with a supercharged V8 with preselector gear box and twin rear wheels. "In trials he was the delight of spectators, as he believed in the flat-out method of hill storming. He was sixty years old, and had been in poor health for some time.

### M.G.C. EXETER TRIAL

### FINAL RESULT

[illegible][illegible]

On Wednesday, January 31, there will be a local meet at the Coach and Horses, Croxley Green, from 7 p.m. onwards.

**Plymouth, M.C.**—On December 17 a considerable crowd of Plymouthians witnessed members' cars gyrating in the final social event for the 1950 season. Drivers were blindfold, having to rely upon the usually experienced instructors, and a figure-of-eight was timed against the watch with the driver handcuffed. Also timed was a forward and reverse test, with drivers using foot controls only, and passengers the manual equivalent, car croquet followed, in which the driver had to maneuver a football through a hoop (with the aid of a mallet hammer) in a minimum number of strokes, and this in turn was followed by a bewildering "general knowledge of Plymouth quiz." Visitor's award, for the tests and quiz, went to G. Snordon, driving an M.G., the P.M.C. award to G. Snordon, driving an M.G., and G. H. Turnbull, driving his Vauxhall Velox, gained the P.M.C. tests award.

**West Hants and Dorset C.C.**—The children's party held at the Regina Court Hotel, Bournemouth, on January 6, was a huge success for the youngsters (there were nearly fifty) to say nothing of their parents. Games were organized by Dudley Ship, A. E. Morrish, Pauline Jesty and many others; a first-class tea was provided, a classic Laurel

continued

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1950 <b>STANDARD</b> Vanguard Saloon, 5,000 miles, one owner, superb condition.....	£1,050
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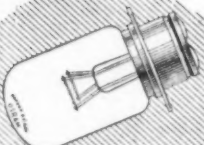


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## CLUB NEWS

continued

and Hardy picture was shown, in which a Model T Ford is seen neatly in half, and finally Santa Claus arrived with a present for each child.

**Nottingham S.C.C.**—Announcements that the membership figure had reached 320 and was still growing, and that the club's annual turnover was £1,500 were made to a packed annual general meeting on January 4. Geoff Holt, whose enthusiasm and energy have done so much for the club, was hailed as "The Club," and was unanimously elected secretary for the new season; Bob Gerard agreed to become president, and Mr. J. R. Weldon-Jackson was elected chairman.

**Public Schools M.C.**—The annual general meeting was held at the Brunswick Arms, Stamford Street, London, S.E.1, on January 4. J. E. B. Hisey (11, Collingham Road, Earls Court, London, S.W.5) was elected new honorary secretary, and it was announced that meetings during 1951 would be held in and around London; new members are cordially welcomed.

**Lagoda Register.**—At the Doone Restaurant on the Hog's Back, near Guildford, there will be a social meeting, to which all Lagoda C.C. members are welcome. All that is required is a car, the New Ordnance Survey Map Sheet 169, someone to read it who understands the system of six-figure map references and as many passengers as you

like, together with a luncheon package. Tea will be available at the Doone.

**Chiltern C.C.**—On Friday, January 26 (7.30 p.m.) the annual dinner, dance and presentation of awards will be held at the Bull Hotel, Gerrards Cross, Buckinghamshire (on the main London-Oxford road, A40), at which all the awards for 1950 will be presented. Evening dress is optional, and tickets (£1 is each) are obtainable from G. E. Gates, Chalfonts, Longfield Drive, Amersham.

**Bristol M.C. and L.C.C.**—Saturday, January 13, with its crisp sunny afternoon after a week of almost continual rain, made the hills on the course of the Chappell Cup Trial just right (from the organizers' point of view) for the seventeen car and eight motor cycle competitors who took part. No one, however, retained a clean sheet to the finish, and the special test on Fossaway became the deciding factor, where H. E. Roberts (Robros) showed his nearest rivals how to do it. Result: **Chappell Cup:** Robros (H. E. Roberts). **First-class awards:** M.G. (G. Best); Dellow (R. Orchard). **Second-class awards:** Radford (P. Radford); Bitzford (J. Bullivant); Regent (J. Readings).

The Castle Combe race meeting, to be held on March 31, was announced by the club as a closed meeting in error; it is, of course, a closed invitation event.

## IN BRIEF

An order for 1,000,000 sparking plugs has been received by the AC-Sphinx company, from Mexico. It is the largest single export order in the firm's 40 years of trading.

Distributors for Berkeley Coachwork, Ltd. were entertained by the firm at a dinner and dance held at the Café Royal, Regent Street, London, W.1, on January 12. This annual New Year function followed the caravan dealers' conference held that afternoon.

Now conducting business under the name of Harold Radford (Coachbuilders), Ltd., at 174, Brent Crescent, North Circular Road, London, N.W.10, the late firm of Seary and McReady, Ltd. has been taken over by Harold Radford and Co., Ltd., Melton Court, South Kensington, London, S.W.7.

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Garage, in Glasgow, under the auspices of S.M.T. Sales and Service Co., Ltd. The building is a city landmark with music hall and zoo associations of the past. Its 55,000 sq ft are devoted to car servicing, its capacity being 120 cars under attention at any one time. On the opening day the premises were visited by Sir Andrew Murray, the Lord Provost of Edinburgh, Mr. J. Ure, Lord Provost of Perth, and Sir Hector McNeil, former Lord Provost of Glasgow.

Among the passengers who sailed in the Queen Mary on January 13 were a party of British car production experts, who are on a visit of inspection to various car and body manufacturing plants in Detroit, U.S.A. From the Standard Motor Co., Ltd. are Mr. H. S. Weale, production director; Mr. F. K. Lord, plant manager; Mr. A. A. Hampson, planning executive; and Mr. H. G. Webster, chief chassis engineer. Fisher and Ludlow, Ltd. are represented by Mr. H. Griffiths, planning engineer.

## INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

**No. 15463.**—1935 Alvis Speed Twenty  
"E. R. T."—Experiences as to performance, fuel consumption, useful hints, and a handbook.

**No. 15464.**—12-type M.G. Midget  
"K. G. M."—Maintenance hints and tips and a handbook.

**No. 15465.**—1930-32 20-24 h.p. Minors  
"A. M."—General information and a handbook.

**No. 15466.**—1933 Talbot 105  
"W. A."—All possible information, maintenance hints, and a handbook.

**No. 15467.**—1935 Lagoda Rapier  
"P. G. G."—Running and maintenance hints, general information and a handbook.

**No. 15468.**—1934 Lanchester Ten  
"J. J. C. R."—All possible information and a handbook.

**No. 15469.**—1936 18.4 h.p. Mercedes-Benz  
"T. P. J."—General information and a handbook.

### No. 15499.—Handbooks Required.

"L. L."—On loan the following Lagoda handbooks: 1932 16-80 h.p., 1930 3-litre, 1935 Rapier, 1935 3½-litre, 1934 4½-litre and 1935 4½-litre Rapide.

"R. H. C."—1935 PA-type M.G. Midget.

"C. G. G."—1928-39 2-litre M.G.

"R. I. H."—1935 DX-type Vauxhall

Twelve.

"T. S."—1932 Morris Eight.

"A. G. S."—1935 Daimler Fifteen.

"O. G. D."—1929 16.9 h.p. Sunbeam.

"M. D. B."—1931-32 Wolseley Twelve-

Six.

"P. S. M."—1934 12-type M.G. Midget.

"M. M."—1934 Riley Nine.

"J. P."—Daimler fluid flywheel and pre-selector gear box.

"A. H. P. G."—1937 14-60 h.p. Triumph

Vitesse.

"J. A. H."—1937 Austin Ten.

"E. I."—1929 Riley Nine.

"E. A. S."—1933 Singer Nine.

"D. A. B."—1935 Austin Ten.

"W. G. H."—1936 Morris Twelve.

"G. W. N. B."—1939 1½-litre M.G.

"V. L. B."—1938 Flying Standard shop manual and spare parts list.

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Tel.: STaines 4117



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Tel.: PINner 2200



**CATFORD**: Morris House,  
200 Bromley Road, S.E.6  
Tel.: MITHer Green 4487



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<b>AUSTIN</b> A70 1949 Oct., green/beige hide, heater, 13,000 miles.....	£1,155	<b>RILEY</b> 1½-litre saloon, 1949 Oct., maroon/maroon hide, 8,000 miles.....	£1,345
<b>AUSTIN</b> A40 Dorset, 1948 Nov., beige/beige hide, heater, 11,000 miles.....	£825	<b>STANDARD</b> Vanguard 1949, green/red hide, radio, heater, 7,000 miles.....	£975
<b>CITROEN</b> 15 h.p. 1949 March, black/brown hide, 17,000 miles.....	£1,065	<b>SUNBEAM</b> Talbot 90 1950 series, satin bronze red hide, 9,000 miles.....	£1,225
<b>FORD</b> Prefect 1950 Jan., black/red hide, 1,700 miles.....	£825	<b>TRIUMPH</b> R.E. saloon, 1949, grey/grey hide, 10,000 miles.....	£1,175
<b>FORD</b> Prefect 1947 Aug., black/brown hide, moderate mileage.....	£595	<b>VAUXHALL</b> Velox 1950 series, black/brown hide, heater, 8,000 miles.....	£965
<b>HUMBER</b> Hawk 1949 May, black/beige upholstery, 11,000 miles.....	£1,325	<b>VAUXHALL</b> Wyvern 1949, black/beige upholstery, heater, moderate mileage.....	£850

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1947 HILLMAN Minx Phase II saloon, beige, brown interior, superb condition throughout	£695
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1948 HUMBER Hawk 14 h.p. saloon, smoke grey, sun roof, confidently recommended	£1,045
1947 M.G. "TC" sports 2-seater, black, chrome, 17,000 miles, excellent performance	£615
1950 MORRIS Minor saloon, black, fawn upholstery, 3,000 miles only	£765
1947 MORRIS 10 saloon, black, brown hide, exceptional condition	£695
1950 SINGER 1500 saloon, beige, maroon interior, radio and heater, immaculate condition	£995
1950 STANDARD Vanguard saloon, black, red leather, radio and heater	£995
1948 SUNBEAM TALBOT 10 sports saloon, metallic grey, 8,000 miles, unmarked	£925
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1948 TRIUMPH Roadster, silver grey, blue leather, as new	£875
1948 AUSTIN A40 Dornet Saloon, green, brown leather	£750
1946/7/9 FORD Anglia Saloon, black, choice of three from	£425
1946/7/8 MORRIS 10 Saloon, choice of five from	£675
1947 VAUXHALL 12 Saloon, black, brown leather	£635
1939 HUMBER 16 Saloon, maroon, excellent condition	£389
1939 MORRIS 10 Saloon, choice of two from	£415
1939 MORRIS 8 Saloon, choice of five from	£335
1939 AUSTIN 8 Sun Saloon, choice of two from	£365
1939 FORD Prefect Sun Saloon, choice of two from	£385
1939 HILLMAN Minx Saloon and Drophead, choice of four fr.	£355
1939 MORGAN 4/4 Sports 2-seater, black, blue leather	£299
1938/9/40 AUSTIN 10 Cambridge Saloon, choice of four from	£340
1938 AUSTIN Big 7 Saloon, blue-black, brown leather	£275
1938 AUSTIN 7 Ruby Saloon, green, green leather	£225
1938 MORRIS 12 Sun Saloon, black, brown leather	£375
1938/9 STANDARD 14 Sun Saloon, choice of two from	£345
1937 FORD 8 Saloon, green, reconditioned engine	£225
1937 ROVER 35 Saloon, black, red leather	£349
1936 JAGUAR 2½-litre Saloon, choice of two from	£285
1935 AUSTIN 10 Sun Saloon, black, blue leather	£215
1935 RILEY Kestrel Saloon, black, red leather	£225

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1949 HILLMAN Minx Phase III Saloon, blue, blue leather	£869
1948 STANDARD 8 Tourer, grey, brown leather, low mileage	£475
1948 STANDARD Vanguard Saloon, beige, red cloth, radio	£895
1947/8 FORD Prefect Saloon, choice of four from	£525
1947 MORRIS 8 Saloon, black, radio, choice two from	£495
1947 ROVER 12 Tourer, grey, registered 1948, one owner	£949
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1947 HUMBER Hawk, dark green, half-leather, one owner	£835
1946 FORD Anglia Saloon, radio, many extras	£425
1946 VAUXHALL 14 Saloon, black, brown leather	£675
1945/6/7 AUSTIN 10 Saloon, choice of three from	£565
1940 VAUXHALL 12 Saloon de Luxe, black, brown leather	£425
1940 HILLMAN Minx Saloon, black, brown leather	£435
1939 HILLMAN Minx Saloon, choice of six from	£335
1939 AUSTIN 8 Saloon, choice of three from	£325
1939 AUSTIN 10 Saloon, black, brown leather	£395
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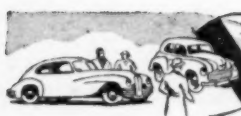
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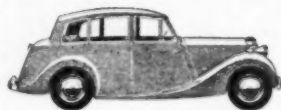
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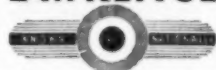
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1. Every car is guaranteed for 6 months on same terms as a new car.
2. Every car is tested by our engineers before purchase by us.
3. Every car is inspected and serviced as necessary before sale.

1949 ALVIS 14 Coupe  
1949 ARMSTRONG 16 Hurricane Coupe

1949 AUSTIN A.40 Saloon  
1949 AUSTIN A.70 Saloon  
1949 FORD Pilot Saloon  
1949 FORD Prefect Saloon  
1949 HILLMAN 10 Saloon  
1949 HUMBER 14 Saloon  
1949 JAGUAR 3½ Mk. V Saloon  
1949 JOWETT Javelin Saloon  
1949 MORRIS Six Saloon  
1949 MORRIS Oxford Saloon  
1949 M.G. 11 2-seater  
1949 RILEY 1½ Saloon  
1949 ROVER "60" Saloon  
1949 SINGER S.M. 1500 Saloon

1949 STANDARD Vanguard Saloon  
1949 SUN/TALBOT "80" Saloon  
1949 SUN/TALBOT "90" Saloon  
1949 TRIUMPH 18 Roadster  
1949 VAUXHALL Wyvern Saloon  
1949 VAUXHALL Velox Saloon  
1949 WOLSELEY 4/50 Saloon  
1949 WOLSELEY 6/80 Saloon  
1948 ARMSTRONG 16 Lancaster Saloon  
1948 FORD Pilot Saloon  
1948 JAGUAR 3½ Saloon  
1948 ROVER 75 Saloon  
1948 SINGER 12 Saloon  
1948 SUN/TALBOT 10 Saloon  
1947 M.G. 11 2-seater  
1947 MORRIS 10 Saloon

*Special Deferred Terms available*

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*30 Branches throughout the Country*



# The Autocar

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

**J. O. THOMPSON (MOTORS), Ltd., offers:—**

**1949** model A.C. saloon, colour grey, red leather upholstery, low mileage, £1,225.  
**J. O. THOMPSON (MOTORS), Ltd., 9, Putnam Rd., South Kensington (next to Michelin), Ken. 4056**

**265** ens.—A.C. Are 1954 16/50hp drop head coupe with duxey, dark blue, red leather, good tyres, carefully used, excellent condition, terms exchange, last open 9 week-days and Saturdays—Hawthorn Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**ALFA-ROMEO**

**BARTLETT, Alfa-Romeo always in stock—27a, Penryn, 10112**

**PERFORMANCE CARS, The Sports Car Specialists, 21, Daphne Mews, Beaulieu Lane, N.W.3 (Ham. 1111), offer with 3 months' written guarantee, 1950 Alfa-Romeo 162hp 2.5 drop head by Pinin Farina, £1,600.—See under Sports Cars.**

**Alfa-Romeo Cars Wanted**

**J. H. BARTLETT, the Alfa-Romeo specialist, 27a, Penryn, 10112**

**ROWLAND SMITH, the Alfa-Romeo buyer—Hampstead Road, H.N. 501**

**CHIPPSTEAD MOTORS, Ltd., Ousley Garage, 197, Putnam Rd., Kensington, S.W.3, are keen buyers of all models, Faxman 0058, 10141**

**Alfa-Romeo Spares and Service**

**THOMPSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars—Brooklands Track, Weybridge, Byfleet 540, 10124**

**BEVERLEY MOTORS (proprietor M. H. Mann), 9, Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers' requirements; examples will be found in our showrooms.—Tel. Malden 4403, 10531**

**ALLARD**

**W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444**

**1949** Allard sports 2-seater, maroon, red leather, speedometer reading 2,000 miles, £250.  
**W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444, 10511**

**BROOKLANDS for individuality.**

**1950** Allard sports 2-seater, maroon, red leather, speedometer reading 2,000 miles, £250.  
**103** New Bond St., London, W.1. Mayfair 8351/6, 10555

**DAGENHAM MOTORS, Ltd., offer the following car:**

**1948** Allard 4/4 coupe, black, brown hide, high speed axle, 10,000 miles.  
**56** Park Lane, W.1. Regent 3466, 10605

**CHIPPSTEAD MOTORS, Ltd.—See Sports Cars column.**

**1949** model Allard fourseater drop head coupe, as new, £295.—Below.

**1949** Allard 2-seater, red, 14,000 miles; £235.—Below.

**1948** Allard 4-seater, black, 14,000 miles; £275.—Below.

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**1948** Allard 4-seater, black, 14,000 miles; £275.—Below.

### ALLARD

**1949** Allard 4-seater drop head coupe, blue with blue leather, perfect condition and appearance, £295.—Siddaway, Chapel St., Grantham. 19742

**BLACK** Allard drop head coupe, first registered 1949, mileage 9,000, extras include radio, 1949, etc. £275.—St. Sheep St., Northampton. Tel. 1564. 19147

**ROSE & YOUNG, Ltd., offer 1948 Allard 4-seater V.16, excellent condition, red, £750.—45-49, Stenbold Ave., Streatham Hill, S.W.2 (1 min. Streatham Tube Hill) 5464**

**1949** (Oct.) Allard drop head coupe, dark blue, 6,600 miles, only, excellent condition, regular service, radio, taxed 1951, £295.—12, Grove Rd., Northwood, Middlesex, Northwood 1556, 10401

**ALLARD CARS WANTED**

**J. H. BARTLETT, the Allard buyer—27a, Penryn, 10112**

**WANTED** Allard, any type considered.—6, Portobello Mews, W.11. Park 9050, 15569

**BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2, Tem. 3588, 10704**

**ALLARD SPARES AND SERVICE**

**ALLARD'S MOTORS, Ltd. for all Allard spares—45-45, Acre Lane, London, S.W.2, Bruton 4331**

**ALLARD MOTOR CO., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15 Tel. Vandyke 2335**

**INDEX**

**Amalgams** 71

**Auctions, Tenders, etc.** 71

**Automobiles** 71

**Balancing** 71

**Batteries, etc.** 71

**Books, etc.** 71

**Brakes, Calipers, etc.** 71

**Business and Property** 71

**Camshafts** 71

**Caravan Section** 71

**Cartographers, Economists** 71

**Car Cover** 71

**Cars for Hire** 71

**Car Radio** 71

**Chromium Plating** 71

**Cloning, etc.** 71

**Coachbuilders and Bodies** 71

**Commercial Vehicles** 71

**Crown Wheels and Pinions** 71

**Cylinder Grinding, etc., and Cylinder Heads** 71

**Dynamics** 71

**Electrical Equipment** 71

**Engines and Accessories** 71

**Exchange** 71

**Export** 71

**Financial Partnerships** 71

**Garage Equipment** 71

**Glass and Shattering Boxes** 71

**Generating Plant** 71

**Hoods, Cellulose, etc.** 71

**Hotels** 71

**Independent Suspensions** 71

**Insurance Companies** 71

**Insurance Covers** 71

**Magnets** 71

**Mails, Rugs, etc.** 71

**Motor Cycles for Sale** 71

**Motor Cycles for Sale** 71

**Motor Cycles for Sale** 71

**Motor Cycles for Sale** 71

**Motor Cycles for Sale** 71

**Motor Cycles for Sale** 71

**Motor Cycles for Sale** 71

**Motor Cycles for Sale** 71

**Motor Cycles for Sale** 71

**Motor Cycles for Sale** 71

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**ALVIN GARAGE**, "The Alvis People" reciprocate all the attention and good wishes for 1951 sent by their many customers and friends, and offer immaculate 1955 Speed 20 tourer, £2495; beautiful four-door drop head coupe 12hp Firefly, manual, 1950, £2295; 1953 12hp Firefly 4-door sports saloon, £2295; 1955 12/50 drop head coupe, 1950 Silver Eagle 17hp drop head coupe, body needs painting, but fine value at £1165; 12/50 tourer, ten cars, etc. £155; many others. Immediate hire purchase, insurance and part exchange; all these Alvises are fine cars with miles of faithful service.—17 Brook Mews North, Craven Rd., W.2. Padd. 3952 and 4710. (1960)

## Alvis Cars Wanted

**R** **ROWLAND SMITH'S**, the Alvis buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (1951)

**C** **COUPE** or saloon, 1947-50, preferably low mileage.—Write, Angior, 24, Lyndhurst Rd., London, N.W.3. (1965)

**S. F. ERSKINE & SONS**, Alvis distributors of Woking. Invite details of late models for disposal.—Woking 830. (1967)

**1948-9** Alvis, please give particulars and price.—A. J. H. L. Ltd., Groveover Garage, Burnage Lane, Manchester 19. Tel. 2874-5. (1949)

**CHARLES FOLLETT**, Ltd., buy good late model cars.—18, Berkeley St., W.1. Service, Wokingham, and Stores, 12, Wellesley Ave., W.6. Riv. 1413. (1950)

**Alvis Spares and Service**—Service and spares for Alvis cars.

**ALVIS**, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. (1961)

**ALVIS**, Gold, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. (1961)

**CHARLES FOLLETT**, Ltd., Alvis specialists.

**SHOWROOMS** 18, Berkeley St., W.1. May. 6266

**S** **PARE** parts.

**S** **ERVICE**, 12, Wellesley Ave., W.6. Riv. 1413. (1951)

**K** **INGSTON-ON-THAMES**—Sales, Service and Spares.—5, W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. (1979)

**A** **LVIS** requires and spares specialists.—A. Freeman, Alvis, Ltd., Groveover Garage, Burnage Lane, Manchester 19. Tel. 2874-5. (1965)

**ARMSTRONG SIDDELEY**

**B** **OON & PORTER**, Ltd.

**1948** (Nov.) Typhoon saloon, 7,000 miles, literally as new, £1,100. (1946)

**C** **ASTELNAD**, S.W.13 (by Hammersmith Bridge), Riverside 4444. (1946)

**T** **OM GARNER**, Ltd., offer

**1948** Armstrong Siddeley Typhoon saloon, grey with blue leather, 10,000 miles, immaculate condition. £1,100. (1949)

**T** **OM GARNER**, Ltd., 12-12, Peter Street, Manchester, 2, Blackfriars 9205-6. (1919)

**P** **ASS & JOYCE**, Ltd., offer:—

**1949** Armstrong Siddeley 18hp Lancaster saloon, black, one owner, as new.—184, Gt. Portland St., W.1. Museum 1001. (1954)

**Q** **UY SALMON AUTOMOBILES**, Ltd., offer:—

**1948** Armstrong Siddeley Hurricane coupe, black, brown leather, 16,000 miles, immaculate condition. £1,000. (1954)

**1947** (Nov.) Typhoon; also 1946 (Oct.) Typhoon.—12, Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (1955)

**A** **RMSTRONG SIDDELEY** 1937 17hp saloon, excellent condition, bargain; £1185.—Chawick 4737, after 6 p.m. (1917)

**G** **ORDON CARS (LONDON)**, Ltd.—1948 Armstrong Typhoon saloon, black/blue leather, 7,000 miles. Below. (1954)

**G** **ORDON CARS (LONDON)**, Ltd.—1947 Armstrong Typhoon saloon, black/fawn cloth, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (1954)

**1948** Armstrong Lancaster 4-door saloon black with brown leather, low mileage and beautifully maintained. £1,195. (1954)

**J** **OHAN CAMPBELL MOTORS**, 415, Holloway Rd., N.7. North 4441. (1955)

**A** **RMSTRONG SIDDELEY** 16hp saloon, August, 1947. A colour grey, condition inside and out quite equal 1947 model, very beautiful car; £650; exchanges, hire purchase. (1955)

**B** **& H MOTORS**, 1464-5, High Rd., Whetstone, London, N.20. Hillside 6671-2. (1911)

**7500** gns.—Armstrong Siddeley May, 1946, Hurricane four-cylinder drop head coupe, light blue, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, belvedere. (1954)

**165** gns.—Armstrong Siddeley, 1936 model, 17hp drop head coupe, black/blue leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (1946)

**1947** (May) Armstrong Siddeley Hurricane drop head coupe, black/blue leather, 10,000 miles, fawn covers, leather, really immaculate, written guarantee; terms, exchanges.—H. Edwards, 154, Gt. Titchfield St., W.1. Langdon 0012. (1940)

**£895**—Armstrong Siddeley 16hp saloon de luxe 1947 (July), a very beautiful car, black coachwork and fawn interior, literally unmarked, exceptional mechanical order, low mileage, latest type single unit light, heater, etc., etc. (1954)

**C** **AMDEN MOTORS**, Ltd., Elgin Buzzard, Beds. C. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase, with full post-1946 licence, hire purchase, part-exchanges; free delivery; £10 flat rate tax on any car purchased from us during January. (1953)

**1937** Armstrong Siddeley 14 saloon, black, just road tested, very carefully used in perfect mechanical condition. £350.—Wembley Court Motors, High Rd., Wembley. Around 5221-2. (1971)

**A** **RMSTRONG SIDDELEY** Lancaster 4-door saloon, A reg. 1950, colour fawn, spare unused, radio, heater, etc., whose car as new, 1950. Also available, victa, Black Prince, or Austin A90 Atlantic convertible coupe.—West, 46, Denmark St., Illey Rd., Oxford. Tel. 4031. (1912)

**T** **ANKARD & SMITH** Ltd. offer 1949 Armstrong Hurricanes d.h. four-seater coupe in black with brown leather, one owner, speedometer reading 19,000 miles, and from the superior condition of the car this must be genuine, fitted heater, etc.; £1,105; three months written guarantee, also 200 guaranteed used cars of all makes.—130, Kings Rd., S.W.3. Tel. Faxman 4801/2/3. (1906)

**L** **IMOUSINES** 1938 Long 25hp, partition, widest occasion, black, exceptional throughout. Below. 7000 miles, Long-17hp partitioned Limousine, leather upholstery, and occasional, unbelievable condition, selection from £650. Seen.—L.P.E. & SAUNDERS (100 Limousines) Lists post, 6216. A Providence Court, Grosvenor Square, Mayfair-2941. (1912)

**Armstrong Siddeley Cars Wanted**

**A** **RMSTRONG** Lancaster, 1947-8.—Full details and price. Bailey, 9 Holden Rd., Wednesday. (1945)

**R** **OWLAND SMITH'S**, the Armstrong buyers—Hamstead High St. (Ham. Tube), Ham. 6041. (1916)

**J** **R. INWARDS**, Ltd., are anxious to buy Armstrong Hurricanes, High St., Rushmore 5035/4-5. (1951)

**M** **ARSTON MOTOR CO.**, Ltd., for your Armstrong Siddeley, Tel. Sta. 6000, Seven Sisters Rd., Tottenham, N.15. (1951)

**H** **ENLY S**, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-3, Peter St., Manchester. Tel. Backwater 7845. (1951)

**P** **ASS & JOYCE**, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. (1955)

**Armstrong Siddeley Spares and Service**

**A** **ROCI MOTORS**, Ltd.

**A** **ROCI MOTORS**, Ltd.—Prescient gear boxes, ex-chassis and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (1953)

**A** **RMSTRONG SIDDELEY** owners.

**C** **OMPLETE** overhaul, service and repairs by our highly skilled and specialist mechanics; 100% service from our modern, well-equipped workshops means the most prompt and efficient Armstrong Siddeley service in the country, write, phone or call.

**A** **ROCI MOTORS**, Ltd., 162, Fulham Rd., S.W.3. Tel. Kensington 7301. (1954)

**G** **EAR** boxes.—H. & A. Engineering, 35, Grant Rd. Addiscombe, Tel. Add. 2931. (1979)

**B** **IRMINGHAM** distributors spare parts from 1948-1949 Armstrong Siddeley cars.—S. J. Ltd., The Depot, Steward St., Birmingham. J8. Edg. 0916. (1954)

**A** **LARGE** stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, 149, Grosvenor Gardens, Tel. Gt. Alb. 4141. (1970)

**H** **ENLY S**, Ltd., Chestnut Hill Rd., Manchester, 6, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 1001. (1954)

**C** **ENTRAL GARAGE**, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro 7464. (1959)

**A** **STON MARTIN**

**B** **ROOKLANDS** for individuality, Austin Martin distributors.

**D** **ETAILS** of new 2.6-litre; demonstration car available. £700.—T. F. Bailey, J., Woodland Place, Toley Rise, Sheffield. Tel. 72921. (1957)

**103**—New Bond St., London, W.1. Mayfair 8351-6. (1956)

**A** **STON MARTIN** 2-litre special model streamline saloon, superb condition, photographs and full history available. £700.—T. F. Bailey, J., Woodland Place, Toley Rise, Sheffield. Tel. 72921. (1957)

**A** **STON MARTIN** cars wanted for cash; full details:—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. (1947)

**R** **OWLAND SMITH'S**, the Austin Martin buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (1917)

**A** **ston Martin Spares and Service**

**S** **OLE** suppliers of spares for all Austin Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioning, engine, available.—Straight Rd., Windsor, Tel. Windsor 2002-3. (1959)

**A** **USTIN SEVEN**

**1939** model Austin Big Seven 4-door saloon, excellent throughout; £335.—Canda, Burnham, Bucks 64. (1951)

**1934** 7 tourer, engine, steering, brakes completely overhauled; £125.—Mal. 4258 after 7 Ctd. 3115. (1926)

**1939** Austin Big 7, 2-door de luxe saloon, exceptional condition. £335.—Jacquer, Ltd., 225-7, Hammermill Rd., W.6. Riverside 6677-8. (1861)

**225** gns.—Austin 7 1937 Ruby de luxe saloon, dark blue, sliding door, blue leather, very good condition, terms, exchanges.—Rowland Smith, belvedere. (1954)

**165** gns.—Austin 7 1935 Ruby de luxe saloon, black leather upholstery, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (1967)

**O** **NE** owner, 34,000 miles only, original paint, all tyres as new. 1937 Austin 7 2-seater, genuine little car; £235.—Wesley, 12, Burton Hill, Merton Mowbray, Leeds. (1964)

**1935** Austin 7 Ruby saloon, black with red leather upholstery, clean and reliable car; £150.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2501. (1954)

**1939** Austin big 7 4-door de luxe saloon, engine recently overhauled, coachwork excellent; £335.—Ray, 42, automobile, 127 Parkway, Regents Park, N.W.1. Tel. Euston 2700. (1742)

**Austin Seven Cars Wanted**

**R** **OWLAND SMITH'S**, the Austin 7 buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (1916)

**R** **AYMOND** WAT, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6054 (10 lines). (1954)

**AUSTIN EIGHT**

**P** **HILIP** (Dickards), Ltd., offer:—

**1946** (Dec.) Austin 8, black/brown leather, 17,000 miles.—A. Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (1900)

**G** **OLDERS** Green.—H. A. Saunders, Ltd., Golders Green.—1946 Austin 8 saloon, black, Speedwell 3011. (1947)

**1940** Austin 8 de luxe saloon, perfect, guaranteed, £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (1950)

**A** **USTIN** 8, 1947 model, black, superb little car, in excellent condition. £350.—B. & H. Motors, 1464-5, High Rd., Whetstone, Leicestershire, N.20. Hillside 6671-5. (1912)

**1246** (Sept.) Austin 8 saloon, genuine 14,000 miles, black, sliding door, brown leather, unscratched, very good condition; terms, exchanges, list; 9-7 week-days and Saturdays.—Row and Smith, Hamstead (Hamstead Tube). Hamstead 6041. (1963)

**Austin Eight Cars Wanted**

**T** **HE CAR MART**, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., W.1. Euston 1212. (1952)

**H** **A. SAUNDERS**, Ltd., require used Austin 8 saloons.

**A** **USTIN** Green, 140-144, Golders Green Rd., N.W.11. A Speedwell 0011. (1963)

**R** **OWLAND SMITH'S**, the Austin 8 buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (1916)

**I** **NEED** post-war Austin 8 immediately.—Portune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). (1972)

**P** **OST-WAR** Austin 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4458. (1954)

**C** **ASH** buyers of low mileage Austin 8s, distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (1954)

**R** **AYMOND** WAT, the hire-purchase specialists, are still buying Austin 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6054 (10 lines). (1955)

**AUSTIN TEN**

**S** **O. SMITH** (MOTORS), Ltd., offer:—

**1939** Austin 10 Cambridge saloon, immaculate condition, £410; 50 other guaranteed used cars. (1954)

**S** **O. SMITH** (MOTORS), Ltd. 13-19, East Dulwich Rd., S.E.22. New Cross 4444. (1736)

**1934** Austin 10 tourer, good condition. £185.—Below. (1954)

**1937** Austin 10 Cambridge saloon, good condition; £225. (1954)

**1947** Austin 10 saloon, guaranteed small mileage; £605.—Barnes Garage, 513, Finchley Rd., Hampstead, N.W.3. May 1627. (1967)

**1947** Austin 10hp saloon, one owner, very carefully maintained; £675. (1954)

**H** **ILLINDON MOTORS**, 321-7, Long Lane, Western Hill, Hillingdon, Tel. Uxbridge 312. (1924)

**1946** Austin 10 saloon, black with brown leather, one owner, mileage 35,000; £650. (1954)

**F** **ERRARIS OF CRICKLEWOOD**, Ltd. 200-220, Cricklewood Broadway, N.W.4. Tel. 2234. (1954)

**£475** nominal mileage, exceptional condition throughout. (1954)

**M** **ADKIN & HARRISON** (MOTORS), 492-6, High Rd., M. Chiswick, Chiswick 5058-219. (1919)

**1947** Austin 10, moderate mileage; £675.—Cheam Motor & Engineering Co., Ltd., Ewell Rd., Cheam, Surrey. (1929)

**1935** Austin 10hp saloon, black, excellent condition. £225.—Wareing, Railway Terrace, Hanworth, Dorset. (1942)

**1940** Austin 10 de luxe saloon, excellent, guaranteed, £810.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (1957)

**1945** (September) Austin 10 saloon de luxe, black, brown leather, excellent order throughout; £550.—Hastings, Lecknere 1155. (1951)

**1939** Austin 10 Cambridge saloon, immaculate, new Dunlops.—Lionel H. Pugh, 13/14, Brooks New, W.1. Mayfair 8453. (1951)

**1940** Austin 10 saloon de luxe, black with brown leather interior, original paint work, well maintained car, one careful owner; £445. (1954)

**1939** Austin 10 Cambridge saloon de luxe, blue with blue leather interior, showroom condition. (1954)

**1939** Austin 10 Cambridge saloon de luxe, grey with grey interior, absolutely unscratched. (1942)

**1938** Austin 10 Cambridge saloon de luxe, black, blue leather upholstery, good tyres, clean nice car, good chassis; £325. (1954)

**M** **ADDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common, Battersea 5375. (1949)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**AUSTIN TEN**  
1947 model Austin 10 sun saloon, excellent condition throughout, £625.—Alley & Bernard, 372, Kings Rd., Chelsea. Flaxman 7345. (1945)  
1940 model Austin 10 de luxe saloon, excellent performance, nice appearance, £415.—345, King St., Hammersmith. Riverside 2537/8. (1945)  
1939 Austin 10 Cambridge saloon, black, coachwork and chassis in excellent condition, bargain, £395.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3772. (1935)  
1946 Austin 10 saloon, black with brown leather, one owner, has been maintained in excellent condition, 3 months' guarantee, £445.—Chirney's Garage, Ltd., Harpenden 109. (1945)  
1940 model Austin 10hp de luxe 4-door sun roof black saloon, leather upholstery, new engine fitted 1,000 miles, £350, terms, exchange—Tel. Amberst 2000, Turner, 99/111 Clarence Rd., London, E.5. (1945)  
545 gns.—Austin 10 (Nov. 1945), de luxe 4-door saloon, dark blue, sliding head, blue leather, radio, de-mister, one careful owner, excellent condition, terms, exchange, test, open 9-7 week-days and Saturdays.—Rowana Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1945)

## Austin Ten Cars Wanted

**C**  
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. (1951)  
**W**  
ANTED privately, 1947 preferably.—Write Angor, 24, Lendbury Rd., London, N.W.3. (1946)  
**I**  
REQUIRE post-war Austin 10 urgently.—21, Kirk-stall Rd., S.W.2. Tube Hill 1228 (day). (19724)  
**R**  
OWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (1950)  
**C**  
ASH buyers of low mileage Austin 10s: distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (1950)  
**R**  
AYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (1950)

## AUSTIN A40

**W**  
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. Austin A40 saloon, mileage 11,000, colour grey, beige leather interior, fitted with heater, 1948-class condition, £395.—(1949)  
**W**  
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (1949)

**C**  
AR MART, Ltd., SEE advertisement on page 27. (1975)

**O**  
VERSEAS CARS, Ltd., (1975)

**1949**  
AUSTIN A40, grey, 6,532 miles, £975. (1975)  
**O**  
VERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3, Tel. Kensington 7475. (1951)

**D**  
ICKS CAR SALES offer:— (1975)

**1949**  
AUSTIN A40 saloon, fitted radio, loose covers and heater, 43 new, £925. (1975)  
**D**  
ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6044. (1950)

**P**  
HILIP RICKARDS, Ltd., offer:— (1975)  
**1949**  
Austin A40 saloon, grey/beige, 8,000 miles, perfect—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (1919)

**H**  
A. SAUNDERS, Ltd., offer:— (1975)  
**1949**  
Austin A40 saloon, grey with beige leather upholstery, heater, 11,000 miles, £925. (1975)  
**H**  
A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100yds North of Tally Ho Corner), Hillside 0024. (1971)

**C**  
HARLES RICKARDS, Ltd., offer:— (1975)  
**1949**  
(Oct.) Austin A40, one owner, mist green, heater, faultless condition, £895. (1975)  
**56**  
Bayswater Rd., W.2. (next door Lancaster Gate Tube station).—Bodinnings 1520. (1975)

**D**  
AGENHAM MOTORS, Ltd., offer the following car:— (1975)  
**1949**  
Austin A40 saloon, beige/hide, sun roof, heater, 6,000 miles. (1975)  
**56**  
Park Lane, W.1. Regent 4686. (1975)

**A**  
40 Austin saloon, 1949 (March) spotless, black with heater, £395. (1975)  
**W**  
ADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 117. (1975)

**1949**  
(Oct.) Austin A40 saloon, one owner, low mileage, excellent condition throughout; £325. (1975)  
**F**  
ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Crickwood Broadway, N.W.2. Gls. 2234. (1934)

**1949**  
Austin A40 Devon saloon, low mileage, one owner, beautiful condition, £365; 3 months' guarantee. (1975)  
**C**  
ARRIE MOTORS, Ltd., Lewisham Buses, S.E.13. Lee Green 5845. (1976)

**1949**  
Cheam Motor & Engineering Co., Ltd., Ewell Rd., Cheam, Surrey (1948)  
**1950**  
Austin A40 Devon, grey, sliding roof, heater, 7,000 miles, £350 or nearest offer. P. H. Maloney, Puttenham 34. (1916)

**A**  
USTIN A40 1949 saloon, absolutely as new throughout, very carefully maintained and trial or exchange, £365.—Tel. Richmond 1572. (19124)

**AUSTIN A40**  
1949 Austin A40 Devon 4-door saloon, sun roof, heater, one owner, green with beige leather; £395, many others in stock. (1966)  
**H**  
A. SAUNDERS, Ltd., Austin House, Castle St., Worcester, Tel. 2508. (1966)

**£845**—Austin A40 saloon, 1949, black, beige leather upholstery, excellent condition throughout, small mileage, fully guaranteed in writing. (1966)  
**C**  
AMDEN MOTORS, Lake St., Litchington Buzzard Beds. Tel. 2041 (3 lines). Nearly 400 cars actually in stock; write for post-free catalogue, hire purchase, part exchanges, free delivery, £10 flat rate tax on any car purchased from us during January. (1940)

**A**  
40 4-door saloon, in blue, nominal mileage, ex-Rose, Ltd., Stafford Rd., Warrington, Surrey. Walling-ton 6077-8. (1975)

**1949**  
(October) Austin A40 Devon saloon, steel grey one owner, excellent condition throughout, bargain £910.—Wembley Court Motors High Rd. Wembley Arnold 5221-2. (1975)

**A**  
USTIN A40 4-door de luxe saloon, heater, perfect condition, £795, bargain for retail customer, definitely no traders.—Broadway Motor Co., 3-15, Russell Rd., Wimbeldon, S.W.19. Liberty 2494. (1945)

QUICK RESULTS  
TWICE!

Dr. F. W. SCHOFIELD OF DERBY

writes:

"It has happened twice I must comment.

A year ago you advertised my caravan; result, sold for my price same day, and my phone rang, on and off, for 8 days.

Last Friday, i.e. yesterday, you advertised my car. Three-phoned that day and one caller. To-day three more phoned and caller pays my price and drives car away, 9.30 p.m.

Your service is worth a lot of money to me and your charges ridiculous.

I am Yours. In your Debt."

(Signed) F. W. Schofield.

## Austin A40 Cars Wanted

**T**  
HE CAR MART, Ltd., (1975)  
**C**  
USTIN cars (1975)  
**R**  
EQUIRED immediately. (1975)  
**M**  
AKE your enquiries to (1975)  
**U**  
STIN House, 297, Euston (1975)  
**R**  
OAD London, N.W.1 (1975)  
**T**  
ELEPHONE: Euston 1212 (1957)

**H**  
A. SAUNDERS, Ltd., require used Austin A40 saloons. (1962)  
**A**  
USTIN House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (1962)

**I**  
NEED Austin A40 immediately.—S. Ryecroft Rd. I.S.W.25. Tube Hill 2765 (day) (19725)  
**A**  
car wanted.—Mac, 12, Bramblewood Rd., Warrington, Surrey, 6397. (1949)

**R**  
OWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1975)

**C**  
ASH buyers of low mileage Austin A40s: distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (1975)

**W**  
E wish to purchase small-mileage Austin A40 cars and light vans.—Brown & Malleson, Ltd., Black-pole, Tel. 22122. (1953)

**A**  
USTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North R., E. Finchley Station, N.3. Tudor 2301-2. (1974)

## AUSTIN TWELVE

**C**  
ARR BROS. offer (1975)  
**A**  
USTIN 12, 1947, mechanically perfect throughout, black cellulose immaculate, interior upholstered in best quality brown leather, the ideal family car at a reasonable price: £725. (1975)

**C**  
ARR BROS. GARAGES, Ltd., Tel. Upduns 4811 2/3. (1915)

## AUSTIN TWELVE

**G**  
P. (EALHAM), Ltd., offer:— (1975)  
**210** gns.—1956 Austin 12-4 saloon de luxe exceptional condition, taxed.—St. Baltham Hill, S.W.12 (100yds Clapham South Tube). Bait 1107-8-9. (1945)

**1939**  
Austin 12 Ascot saloon, in splendid condition throughout, £495.—(1945)  
**F**  
ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Crickwood Broadway, N.W.2. Gls. 2234. (1934)

**1937**  
Austin 12 de luxe saloon, dark blue, original condition, new tyres £345. (1945)  
**E**  
RIC HAYES, Ltd., 22, Conduit Mess, Hyde Park, W.2, Tel. Paddington 0259. (1934)

**G**  
OLDERS Green.—H. A. Saunders, Ltd., Golders Green, 187 Austin 12-4 saloon, black, green, Speedwell 0011. (1946)

**1938**  
Austin 12 de luxe saloon, excellent, guaranteed, £565; payments.—Vaughan, 17, Ad-wood Mews, S.W.7. Fro. 1519. (1936)

**1939**  
Austin 12 de luxe saloon, in excellent condition, £395.—Herbert & Mills, Church Rd., Ashford, Middlesex. Tel. 2960. (1925)

**1947**  
(December 1946) Austin 12 saloon, one careful owner, 10,000 miles, £680.—John Gray, 38, Hermitage Lane, N.W.2. Speedwell 1243. (1972)

**1939**  
Austin 12-6 Ascot de luxe saloon, metallic blue with leather upholstery, nominal mileage and in excellent condition, renewed model, £475. (1945)  
**R**  
OBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4541. (1945)

**1939**  
Austin 12 de luxe saloon, privately owned, blue, good condition, £435.—Rorys Auto-motors, 127 Parkway, Regents Park, N.W.1. Tel. Buxton 2700. (1975)

**1940**  
Austin 12 saloon, black, excellent condition throughout, a thoroughly reliable car, bargain, £325.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. (1956)

## Austin Twelve Cars Wanted

**C**  
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (1954)

**C**  
ASH buyers of low mileage Austin 12s: distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (1950)

**R**  
OWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (1950)

**1937**  
8-8 Austin 12 saloons and limousines wanted. Motourists (London), Ltd., East Finchley Station N.2. Tudor 2501-2. (1974)

**A**  
DVERTISER wishes to purchase 1937-9 Austin 12, will pay a really good price for one in nice condition, would consider a 10.—Box 6077. (1924)

**R**  
AYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (1950)

**A**  
USTIN heavy 12-4 wanted, tall change, dome wipers, A chassis and engine, taxi, utility of car, condition immaterial.—London Western, 488, Drexel St., S.W.16. Streatham 6038. (1945)

## AUSTIN SIXTEEN

**C**  
AR MART, Ltd., (1975)  
**S**  
EE advertisement on page 27. (1975)

**H**  
A. SAUNDERS, Ltd., offer:— (1975)  
**1948**  
Austin 16 saloon, black with brown leather upholstery, 2,000 miles, £695. (1975)

**1949**  
Austin 16 saloon, black with brown leather upholstery, 2,000 miles, £775. (1975)  
**H**  
A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100yds North of Tally Ho Corner), Hillside 0024. (1972)

**C**  
HARLES RICKARDS, Ltd., offer:— (1975)  
**1948**  
Austin 16 sun roof, fitted radio and heater, faultless condition, choice of two, £595. (1975)  
**56**  
Bayswater Rd., W.2. (next door Lancaster Gate Tube station). Tel. Paddington 1820. (1975)

**A**  
USTIN 1946 16hp saloon, discas, heater, etc.; £675.—Bartlett, 27a, Pembroke Villas, W.11. (1945)

**1947**  
Austin 16 saloon, 1 owner, black, brown leather, superb condition, £850. (1975)  
**G**  
WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (1936)

**1948**  
Austin 16hp saloon, black, brown leather interior, excellent condition, £850. (1975)  
**W**  
ALTON-ON-THAMES MOTOR Co., Ltd., Walton 200. (1957)

**1948**  
Austin 16 saloon, black, brown leather, heater, genuine, 18,000 miles superb car; £355; below. (1975)

**1949**  
Austin 16 saloon, black, brown leather, 15,000 miles, almost as new, one owner; £845. (1945)  
**R**  
OBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4541. (1945)

**1949**  
series Austin 16 saloon, radio and heater.—Autovox (Windsor), Ltd., Tel. Winc-chester 4834/3406. (1940)

**G**  
OLDERS Green.—H. A. Saunders, Ltd., Golders Green, 187 Austin 16 sun roof saloon, black, 17,000 miles, below. (1975)  
**H**  
A. SAUNDERS, Ltd., Golders Green, 187 Austin 16 saloon, grey/grey, 6,000 miles. Speedwell 1944. (1944)

**1948**  
16hp Austin saloon, in new condition, mileage 10,000, radio, £325.—Vulair, 43 Crawford St., W.1. Pad 4915. (1527)

**A**  
USTIN 16, black saloon, 1948, one owner and a driver, excellent appearance and condition, can be tested; offers.—Mayland 2464. (1974)

**1938**  
Austin 16 Goodsold saloon, one owner, total mileage, 35,000; £475.—L. P. Dove, Ltd., 111-113, Addison Rd., Croydon Addison 6133. (1949)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**AUSTIN SIXTEEN**  
TENTH month '48, Austin 16, very small mileage, 1000's, 625-630. Colman's Car Sales, Ltd., 230-236, Lankar Rd., W.9. Tel. Maida Vale 5134, 7855, 5469. (1957)

**14500** authenticated miles. 1948 Austin 16 sunbrite saloon, radio, immaculate. Lionel H. Pugh, 13/14, Brooks Meads W.I. Mayfair 4153. (1957)

**1938** Austin 16 Goodwood, coachwork and chassis immaculate. 2325-2330. Colman's Car Sales, Ltd., 230-236, Lankar Rd., W.9. Tel. Maida Vale 5134, 7855, 3468. (1957)

**850** cns.—Austin 16 (June, 1948), de luxe 4-door saloon, black sliding head, brown leather, Jackalin, heater, carefully used, exceptional condition—terms, exchanges.—Rowland Smith, below. (1957)

**265** cns.—Austin 16 1955 Chalfont 7-seater limousine, black, brown leather, sliding division, face-forward occasional, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1957)

**1947** (May) Austin 16 saloon, black brown leather throughout, one owner, 25,000 miles, very carefully used; 4,150—Smyth Motors, Ltd., 666-670, Garratt Lane, London, S.W.17. Wm. 3031-2. (1919)

**1934** Austin 16 heavy saloon, blue and black with blue upholstery, in very good mechanical condition; the bodywork has been well preserved. 4,160.—Tunkard & Smith Ltd., 97, Peckham Rd., N.15. Rodney 2051. (1957)

## Austin Sixteen Cars Wanted

**T H E**  
**CAR MART Ltd.**  
AUSTIN cars  
REQUIRED immediately.  
MAKE your enquiries to  
AUSTIN House 87, Euston  
ROAD London N.W.1  
TELEPHONE Euston 1212. (1055)

**REQUIRED**, saloon, 1955-58, must be in excellent condition.—135a, Grange Rd., Ramsgate. (19130)

**CASH** buyers of low mileage Austin 16; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (1957)

**ROWLAND SMITH'S**, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (1922)

**BRITISH & COLONIAL MOTORS Ltd.**, require good Austin 16 cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (19078)

**1948**, or 1949 wanted, from original owner preferably.—Write Angier, 24, Lyndhurst Rd., London, N.W.3. (1957)

**AUSTIN 16** cars wanted.—Motorists (London), A Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2331-2. (10703)

**AUSTIN A70 & A80**  
**CAR MART Ltd.**  
SEE advertisement on page 27. (18079)

**TOM GARNER Ltd.**, offer:—  
**1950** Austin A70 Hampshire saloon, brown with beige leather, radio, heater, sun roof, 2,000 miles only. (18817)

**TOM GARNER Ltd.**, 10-12, Peter St., Manchester, 2, Blackfriars 9263-6. (18817)

**H. A. SAUNDERS Ltd.**, offer:—  
**1949** Austin A70 saloon, green with beige leather upholstery, 12,000 miles, 41,195. (18193)

**H. A. SAUNDERS Ltd.**, Austin House, High Rd., N.1 North, Finchley, 1000s north of Tally Ho! Corner, Hildale 0024. (18735)

**AUSTIN A70** de luxe saloon, heater, spotlight, radio, black, mileage 8,000, 41,125.—Val. 2191. (18193)

**1949** Austin A70 saloon, unquestionable condition.—Autowork (Winchester), Ltd. Tel. Winchester 4054/5406. (19045)

**1949** Austin A70 Hampshire saloon, black, brown leather, sliding roof, built-in radio and heater, 5,000 miles only, 41,250. (19045)

**M. J. GORDON CARS (LONDON) Ltd.**, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1926. Tel. Wallington 3804. (18767)

**1950** (Jan.) Austin A70 Hampshire saloon, brown, one owner, genuine mileage 7,600; 41,350.—Falconer Bros., High Rd., Loughness, Essex. Tel. 677. (19320)

**1949** Austin A80 Atlantic convertible coupe, red, beige leather, radio, heater, 9,000 miles only.—Ripon, Ltd., 16, Albemarle St., Mayfair, W.1. Ripon 2952-4. (19003)

**1950** A70 saloon, guaranteed mileage 8,000, faultless condition, 41,255.—R. & M. Med (Sales), Ltd., 42, Queen St., Maidenhead, Berks. Tel. Maidenhead 2642. (19217)

**SINGULAR opportunity**—1950 (ex-tenant) Austin A70 saloon, mileage only 900, in use for 3 weeks in summer only; 41,375.—Stanley Godfrey & Co., Clifton St., Guildford, Telephone 2212. (19194)

**1950** (Jan.) Austin A80 convertible coupe, power-operated hood, red, beige leather, radio and heater, 7,000 miles, 41,385.—Clifton Sports Cars (Exchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (19771)

**Austin A70 and A80 Cars Wanted**  
**WANTED** Austin A70, covenant free, low mileage, no dealers.—J. Chapman, 6, Green Park, Cambridge 19045. (19045)

**Austin A70 and A80 Cars Wanted**  
**H. A. SAUNDERS Ltd.**, require used Austin A70 cars.—140-144, Golders Green Rd., N.W.11. Speedwell 6011. (16964)

**1937** Austin 18 York 7-passenger, exceptional order; choice of 2. (17394)

**ALFRED & Co. Ltd.**, 6-7 Warren St., W.1. Euston 3268. (17394)

**AUSTIN 18** Gordon 7-passenger saloon, with division, one titled owner, immaculate. 8255—Stadium Autos, 179, New Barn St., E.13. Alb. 3566. (19417)

**ARCHIE SIMONS & Co. Ltd.**, 1955 Austin 18hp Iver A 7-passenger limousine, face-forward seats, privately owned, immaculate. 6775.—St. Of. Portland St., W.1. Lan. 1348. (1957)

**1938** 18hp Windsor 7-seater saloon, face-forward seats, blue, leather throughout, genuinely one private owner.—R. C. Mortlake, 253, Kensal Rd., London W.10. Ladbrook 3155. (15360)

**AUSTIN limousines** (ex) first registered 1937, for sale owing to reduction of fleet; 2 very good 18hp Chalfonts, 4275 each; 1 18hp Gordon good chassis, poor body, 6355; offers invited.—Nottingham City Transport, Lower Parliament St., Nottingham 45745. (17433)

**NAYLOR & ROOT, Ltd.**, 1936 Austin 18 Norfolk saloon, black, blue hide, superb condition throughout, 10,000 miles; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—29, East W.1. Batt. 5272, open 9-5 each week-day including Saturday. (19257)

**A&S** offer quality carriages—(not cheap and SEVEN SEATER saloons and partitions) L. L. L. 1937/38/39, really excellent selection, leather, black, perfect mechanical, seen.—(1957)

**L. P. & SAUNDERS** (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair-2941. (18820)

## Austin Eighteen Cars Wanted

**T H E**  
**CAR MART Ltd.**, London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (1055)

**WANTED**, Austin 18hp limousine '36-39, full particulars, price, etc.—Nicholls, 63, Broad Lane, Coventry. (1957)

**ROWLAND SMITH'S**, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (1922)

**MODERN 7-passenger** required, good order essential, cash waiting, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (17774)

## AUSTIN TWENTY

**AUSTIN limousine**, recently reconditioned and re-sprayed black good tires, wheel discs, best offer accepted.—Shipmans, Crown Rd., Twickenham. Popers 2832. (19119)

**IMCOSHES 1936/37/38** Mayfairs, partition, 4-door, L. occasional, leather, black, exceptional selection seen.—(1957)

**L. P. & SAUNDERS** (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair-2941. (18820)

## Austin Twenty Cars Wanted

**ROWLAND SMITH'S**, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (1922)

**7-SEATER** Limousines 1937/38/39—also 28hp—details please, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (17774)

## AUSTIN A125 and A135

**CAR MART Ltd.**, offer:—  
**1950** series Austin A125 Sherline saloon, black with brown leather, 5,000 miles only. (18818)

**TOM GARNER Ltd.**, 10-12, Peter St., Manchester, 2, Blackfriars 9263-6. (18817)

**BROOKLANDS** for individuality.  
**1949** Austin Sherline, grey, grey leather, fitted immaculate throughout. (19450)

**103** New Bond St., London, W.1. Mayfair 8351/6. (16937)

**PHILIP RICKARDS Ltd.**, offer:—  
**1949** Austin Sherline, grey, grey, 6,000 miles, unblemished, 41, Brick St., Park Lane, London, W.1. Grosvenor 4773-4. (19002)

**GORDON CARS (LONDON) Ltd.**, 1949 Austin Sherline, black, 3,000 miles, 41,250. (19045)

**GORDON CARS (LONDON) Ltd.**, 1949 Austin Sherline, black, 3,000 miles, 41,250. (19045)

**1949** (September) Austin Sherline saloon, 15,000 miles, unblemished throughout, one owner, unrepeatable offer, 41,635. (19045)

**A. J. MOTORS**, Palmerston Rd., N.W.8. Tel. Mai 4-7273. (19063)

**COLDERS Green—H. A. Saunders, Ltd.**, Golders G Green—1948 Austin Sherline S.R. saloon, grey, radio, 5,000. Speedwell 0011. (19450)

**6400** miles.—1949 (Aug.) Austin A125 Sherline saloon, grey.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only, please.) (19046)

**1949** Austin Sherline saloon, black, brown leather, radio, heater, sun roof, 6,000 miles.—Ripon, Ltd., 16, Albemarle St., Mayfair, W.1. Ripon 2952-4. (19003)

**1949** Austin Sherline, black, bright upholstery, radio, 11,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (19065)

**1949** Austin Sherline 10,000 miles, grey, immaculate. 41,475.—Cavendish & Co., 10, Euston Rd., London, N.W.1. Tel. Euston 5228-15 lines. (18772)

**AUSTIN A125 and A135**  
**1949** (Sept.) Austin Sherline, finished in black, with brown hide upholstery, fitted heater and radio, very carefully maintained by one fastidious owner. 41,725, terms. (1957)

**MASON BROTHERS** (Motor Showrooms), 151-153, Pittville Hill St. (off The Moor), Sheffield, 1. Tel. 2667. (18527)

## Austin A125 and A135 Cars Wanted

**T H E**  
**CAR MART Ltd.**, London distributors, wish to purchase Austin Sherline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. (1055)

**BRITISH & COLONIAL MOTORS Ltd.**, require good Austin Sherline cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (19079)

## AUSTIN TWENTY-FOUR

**AUSTIN limousine**, first registered 1937, for sale owing to reduction of fleet, very good 28hp Mayfair 8283, offers invited.—Nottingham City Transport, Lower Parliament St., Nottingham 45745. (17434)

## AUSTIN TWENTY-EIGHT

**IMCOSHES 1939/28hp** Ranelagh, partition, widest L. occasional, 23,000 miles, black, exceptional opportunity, reasonable. (1957)

**L. P. & SAUNDERS** (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair-2941. (18820)

## AUSTIN MISCELLANEOUS

**R E G I O N A L D I S T R I B U T O R S**  
**H I R E** car and limousine specialists  
**W R I T E** for details and location of cars to  
**S A L E S** Dept.: 45, South Audley St., London, W.1. (10658)

**TANKARD & SMITH Ltd.**, offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.2. Tel. Flax 4601. (10374)

## Austin Miscellaneous Cars Wanted

**R O W L A N D S M I T H ' S**, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1922)

**C. NORMAN & Co**  
**AUTHORIZED** Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—36-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (19181)

**AUSTIN** wanted.—Smith's, 86, Chancery Lane, W.C.2. W.1. Osl. 2767. (10622)

**A L** models Austin urgently required.  
**MASON CIRCUS MOTORS Ltd.**, Beacon Service Station, Lower Mortlake Rd., Richmond. (16567)

**RAWLINGS Bros.**, Ltd., 67a, Cromwell Rd., S.W.7. Froisher 3161, are buyers, all types post-war Austin. (1957)

**WEYBRIDGE AUTOMOBILES Ltd.**, the Austin distributors, currently require late type Austins.—W.1. Weybridge 253. (1941)

**JACK OLDING Ltd.**, 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. (19012)

**A P P R O A C H** us first before disposing of your Austin car.—Tunkard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Flaxman 4001-2-3. (18792)

**WE** are cash buyers of all Austin post-war models.—The Warren Motor Co., 535-555, Euston Rd., London, N.W.1. Euston 3755. (19181)

**1938-39** Austin 10 or 12 required, must be clean and genuine, mileage stated.—Wilsons, 76, Trinity Cdn., S.W.3. Brixton 4011. (10313)

**NORMAN Ltd.**  
**MODERN** equipment handled by a skilled staff ensures good service.  
**NORMAN Ltd.**, 405-9, King St., W.6. Riv. 5665. (10225)

**C. G. NORMAN & Co.**  
**AUTHORIZED** Austin retailers.  
**S P A R E** parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (19181)

**T H E**  
**CAR MART Ltd.**, London distributors, spare parts for all models, cars and trucks.  
**T H E**  
**CAR MART Ltd.**, Welsh Harp, Edgware Rd., N.W.1. Euston 3755. (19181)

**IF** it's Austin spares, try Bands, the Austin People, Burnham, Bucks 84. (10205)

**FOR** Austin mudguards, running boards, 1931-39, F. Brooks, 10, Frederick Place, Brighton. (10832)

**BARKERS MOTORS (LONDON) Ltd.**, Tel. Balham 6606 for Austin spares, sales and service.—209, Balham High Rd., S.W.17. (19045)

**AUSTIN 7** spares, any year, any part, largest stocks in U.K.; exchange units.—T. Northwood's, 41, 43-47, Newington Causeway, S.E.1. Aug. 2852, 2860. (10205)

**BROCKHURST GARAGE**—Harrow agents for Austin, sales, service, spares, reconditioned units.—Oakridge Rd., Hurton Wood, Middlesex, Tel. Grimsbury 561. (10203)

**T&W** garage, suitable 7, 10hp, etc.; reconditioned, exchange, wearers, repairs, trade discounts.—T. & W. & P. 10, Winchester Mews, N.W.5. Pri. 2647, 10198. (10205)

**AUSTIN 7** owners—Take advantage of our comprehensive stock of spare parts and replacement units.—Patry & Co., 4, Austin Street, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100. (10205)









# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**CITROEN**  
**ACE SERVICE STATION (LONDON).** Ltd., the Citroen distributors offer—  
**1950** Citroen Light 15 saloon, maroon with red hide.  
**1949** Citroen Light 15 saloon, grey with maroon hide.  
**1948** Citroen Light 15 saloon, black with red hide.  
**1946** Citroen Light 15 saloon, black with fawn hide.  
**NORTH CIRCULAR RD., Stonebridge Park, N.W.10.** Egar 5555 (5 lines). 18554  
**WORTHINGTON MOTOR CO. Ltd.** for Citroen sales spares service.—Tel. Worthing 71. 15589  
**£825**—1947 15hp Citroen saloon, black/brown.—1425 Woking 1928.  
**CITROEN Light 15, 1950, new engine 1948, perfect condition all round, £325.—Corbett & Taylor, 72, Conduit Mews, W.2. Ann. 6096. 16185**  
**CITROEN Light Fifteen reg. March 1949, maroon with red leather, Masterdisc, twin Nolet lamps, 18,000 miles, four new tyres; offers.—Box 9096. 19527**  
**1938** Citroen 12hp saloon, complete engine overhaul, new battery and tyres, excellent condition throughout, part-exchange considered; £325.—15, Brunswick Place, Northampton, Tel. 2961.  
**1947 (May)** Citroen Light 15 saloon, black, chromium, red leather, low mileage, absolutely immaculate, complete, terms, exchange.—H. F. Edwards, 154, Old Titchfield St., W.1. Langham 0012. 19411

**Citroen Cars Wanted**  
**C. G. NORMAN & Co.**  
**CITROEN** Sole Distributors for the County of London.  
**BUYERS** of low-mileage Citroen cars—46-58, Vauxhall Brider Rd., London, S.W.1, Victoria 2411.  
**ACE SERVICE STATION (LONDON).** Ltd.  
 The Citroen distributors are anxious to purchase post-war Citroen Light 15 and 8-cylinder cars in North Circular Rd., Stonebridge Park, N.W.10. Egar 5555 (5 lines). 19004  
**JOHN S. TRUSCOTT, Ltd.,** urgently require Citroens.  
**EXCEPTIONAL** prices offered for low mileage really well-kept examples.—175, Westbourne Grove, W.11. Box 4274. 19274  
**URGENTLY** required by private buyer, 1947/8 Citroen Light 15 saloon.—Box 9061. 19295

**W. MOTORS, Ltd.,** always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1487.  
**ROWLAND SMITH'S** the Citroen buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.  
**POST-WAR** Citroen required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tel. Hill 4449. 10053  
**CASH** immediately for good Citroen.—H. F. Edwards, 154, Old Titchfield St., W.1. Langham 0012.  
**A. FREEMAN, Ltd.,** Grovenor Garage, require 1949 Citroen six cyl. and light fifteen.—Burnage Lane, Manchester 19 Tel. 2-265. 11077  
**KENTISH & THOMSON, Ltd.,** urgently require good post-war Citroen cars—564-266, Wickham Rd. Shirley, Croydon. Springfield 3477-6. 19348

**1950** Citroen Light 15 or 21 wanted by private buyer, low mileage, in perfect mechanical condition any colour.—Details to, Rosefield, 12, Vauxhall Circle, Ilford, Essex. Tel. Valentine 1277. 19190  
**C. G. NORMAN & Co.**  
**CITROEN** sole distributors for the County of London Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. 10756  
**SOUTH** of the Thames  
**BAILES** of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. 10187  
**BRING** your used cars to the Citroen specialists: we will be dealing as new.  
**THE HEADLIGHTS MOTOR & ENG. Co. Ltd.** 8, Olney Rd. Leeds. Tel. 5267-8. Grams. Trouble. 110  
**WIDEMORE GARAGES, Ltd.,** Pulverney Rd., Bath 4362.—Citroen spares, reconditioned drive 48-hr. service. 17923

**CITROEN** specialists, breakdown service, exchange section.  
 near box 1015, 2000 miles only, excellent car, 30 Elvaston Mews, St. Kensington S.W.7. Brown 6974  
**CITROEN**—We are distributors for N.W. Kent and specialise in reconditioning these cars, front drive assemblies fitted from stock.—Barnehurst Garage, Boxley, near 725. 10746  
**CROSSLEY**  
**1937** Crosley 3-litre sports 4-door saloon, one owner, 15,000 miles only, excellent car, £325.—10, Gray St., 20, Hermitage Lane, N.W.2. Speedwell 1242. 17724

**OVERSEAS CARS, Ltd.**  
**1948** 2½-litre Daimler saloon, black, green leather, seat covers, mileage 9,143. £1,575.  
**OVERSEAS CARS, Ltd.,** 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7975. 19552  
**BROOKLANDS** for individuality.  
**1946** Daimler 2½-litre saloon, black, blue leather, in fine order, only exceptional condition.  
 New Bond St., London, W.1. Mayfair 52-1/6. 19368  
**103**  
**1937** Daimler E.20 sports saloon de luxe; £405.  
**GEORGE NEWMAN & Co.,** 369, Euston Rd., N.W.1. Euston 4466. 19111

**THE CAR MART, Ltd.,** wish to purchase Daimler cars.—150 Park Lane, W.1. Grovenor 5454. 19559  
**ROWLAND SMITH'S** the Daimler buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. 19923  
**BRITISH & COLONIAL MOTORS, Ltd.,** require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. 19071  
**DAMLER** modern 24hp E.L. type limousine; stage 1st priority, £1,248. Ld. 215. Wilton 2894. 18043  
**LIMOUSINES** modern 24hp, also 8-cyl. 32, urgently required, cash waiting, details please.—Alpe & Saunders, Providence Court, Grovenor Square, Mayfair-2941. 19277

**Daimler Cars Wanted**  
**ACROT MOTORS, Ltd.,** Preslector near boxes, exchange and repairs.—169, Fusham Rd., S.W.3. Kensington 7501. 10236

**CHARLES POLLETT, Ltd., offer—**  
**1947** Daimler saloon, grey, red leather, 26,000 miles, radio, very carefully maintained.  
 18, Berkeley St., W.1. May. 6266. 18977  
**SERVICE WORKS & STORES, 12, Wellesley Ave., W.6. Riv. 1413. 19008**  
**STRATSTONE, Ltd.,** Daimler specialists.  
**DAMLER** 2½-litre saloon (1949), black with brown leather, radio, heater and demister, low mileage, excellent condition; £1,650.  
**DAMLER** 2½-litre saloon (1948), blue with blue leather, radio, heater and demister, most attractive; £1,595.  
**DAMLER** 2½-litre saloon (1946), black with green leather, chauffeur maintained in outstanding order; £1,395.  
**DAMLER** 24hp limousine (1939), black with leather throughout, carefully maintained; £295.  
**DAMLER** 4½-litre limousine (1936), black, a large comfortable body, good for hire work, good condition throughout; £550.  
**STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404).** Service: 7, Mermaid St., Russell Square, W.C.1 (Terminus 7464). 18926

**1948** Daimler 2½-litre saloon, blue and blue leather, 13,500 miles, chauffeur driven.—Box 8070. 19294  
**1946** Daimler 2½-litre, excellent condition throughout, black/brown leather, heater and demister, radio, 5,000 miles only; £1,950.  
**CONTINENTAL CARS, Ltd.,** Portsmouth Rd., Send, Surrey, Ripley 5122.  
**CASS'S MOTOR MART—1939** Daimler 20hp saloon, black, genuine 42,000 miles, superb, written guarantee.—5, Warren St., W.1. Euston 4110. 19180  
**SPINK (BOURNEMOUTH), Ltd.,** engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling: all spares and every service.  
**DAMLER** House, Bournemouth. Tel. 5405. 10544

**1950** Daimler 2½-litre saloon, black, radio, heater, 5,000 miles only; £1,950.  
**Garage (Mooney), Ltd.,** Hampton Court Way, Molesey, Tel. 4371. 19371  
**DAMLER** 4½-litre limousine by Young (first imported Oct. 1946), black with green interior, very low mileage.—Tice & Son, Ltd., Bournemouth. Tel. Winton 2000. 19428  
**595** gms.—Daimler 1939 2½-litre de luxe 4-door saloon, black, sliding head, blue leather, pre-selector, good tyres, very good condition, terms, exchange.—Rowland Smith, Belvoir.  
**195** gms.—Daimler 1934 model, Tickford four-door saloon, grey, red leather, black, chrome, heater, pre-selector, very good condition; terms, exchange, just open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. 19471

**1949** 2½-litre Daimler 4-seater coupe by Barker, grey, red leather, radio and heater, 5,000 miles.—Sudley Marcus Ltd., Sionce St., D.W.1. Tel. Sionce 3557/6970. 16591  
**DAMLER** S.818 2½-litre, just out of covenant, nominal mileage, very low, maroon, high beam, chrome, heater, one driver, immaculate condition, cost over £1,900; price £1,750 or near offer.—Tel. Arn. 2246. 19535  
**GORDON CARS (LONDON), Ltd.,** 1948 Daimler 2½-litre saloon, grey, red leather, 10,000 miles, heater 17,000 miles, one owner only, exceptional throughout.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. 19106

**OFFERS** invited for 24hp type E.L.24 1939 seven-seater Daimler car, with speed, coach-built, Charlesworth saloon body, immaculate condition, chauffeur-driven, periodic servicing by Daimler, mileage 24,000, packed-up during war.—Box 8052. 19051  
**£395**—Daimler 15 sports saloon 1937, somewhat scarce model, attractive lines and appearance, handsomely styled coachwork, finished in original black cellulose with red leather, smooth quiet engine which gives the typically luxurious Daimler ride, tyres in excellent order, fully guaranteed in writing.  
**CAMDEN MOTORS, Ltd.,** 204, 15th Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase, write for post-free catalogue, hire purchase, part-exchanges, free delivery; £10 bid, rate list on any car purchased from us by January. 19325  
**LIMOUSINE** 1936/37/1938 24hp, partition, widest occasional, superlative condition, black, exceptional mileage.  
**L. & SAUNDERS (100 Limousines: Lists posted).** A Providence Court, Grovenor Square, Mayfair-2941. 19366

**Daimler Cars Wanted**  
**THE CAR MART, Ltd.,** wish to purchase Daimler cars.—150 Park Lane, W.1. Grovenor 5454. 19559  
**ROWLAND SMITH'S** the Daimler buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. 19923  
**BRITISH & COLONIAL MOTORS, Ltd.,** require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. 19071  
**DAMLER** modern 24hp E.L. type limousine; stage 1st priority, £1,248. Ld. 215. Wilton 2894. 18043  
**LIMOUSINES** modern 24hp, also 8-cyl. 32, urgently required, cash waiting, details please.—Alpe & Saunders, Providence Court, Grovenor Square, Mayfair-2941. 19277

**Daimler Cars Wanted**  
**ACROT MOTORS, Ltd.,** Preslector near boxes, exchange and repairs.—169, Fusham Rd., S.W.3. Kensington 7501. 10236

**Daimler Spares and Service**  
**GEAR** boxes, H. & A. Kinghorne 25, Grant Rd. 10145  
**ADDISON, Tel. Add. 2551.**  
**DAMLER** specialists for 30 years, guaranteed repairs S.W.1. Mayfair 4965.  
**CROYDON—Donald Vince & Co. Ltd.,** Daimler and Lanchester specialists, for sales and service.—Edinburgh Rd., Croydon 5775. 10688  
**DAMLER** and Lanchester spares.—Large stock of spares for most models, specialists in spares only, etc., for the Daimler service valve series.—Akers Victoria, Elm, Clapham S.W.4. Maccusay 4199 and 6252-3.

**DeLage Spares and Service**  
**SELBORNE (MAYFAIR), Ltd.,** (Incorporating Belvoir Motors, Ltd., established 1926).  
**RAPID** repair and parts for DeLage.  
**SOLE** concessionaires for Great Britain, etc.  
**HEAD** office, 82, Park St., W.1. 10659  
**WE** buy, sell and repair DeLages.—Marble Arch Garage, Abbey Rd. St. John's Wood, N.W.2. Mat. 0267. 11099  
**DELAHAYE**  
**KEVILL-DAVIES & MARCH, Ltd.**  
**1937** Delahaye 2hp 2-door saloon, black.  
 41, Hay's Mews, Berkeley Sq., W.1. Tel. 71115  
**DeLage Cars Wanted**  
**CHIFFEAD MOTOR, Ltd.,** Ossing Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flanagan 3052. 10137  
**DeLage Spares and Service**  
**SELBORNE (MAYFAIR), Ltd.,** (Incorporating Belvoir Motors, Ltd., established 1926).  
**SOLE** concessionaires for the Delahaye cars.  
**U.S.A.** and other overseas enquiries invited.  
**HEAD** Office: Regional House, 62, Park St., W.1. 10660

**De Soto wants.**  
**COWLEY MOTORS** greatly require all models of De Soto—Covered by the British Automobile Specialists, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. 10175  
**225** gms.—D.K.W. August, 1938, 7hp saloon, black, red, red, carefully used, very good condition; terms, exchange, just open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. 19474  
**B. & M. GARAGES, Ltd.,** for super reconditioned D.K.W. cars and guaranteed spares, brand new crankshafts, saved engine blocks, 410-10, both items on exchange basis plus packing, etc., repairs and overhauls, our specialists for the Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6577. 10016  
**D.K.W. Spares and Service**  
**NEW** big-ends and main fitted to D.K.W. crankshafts.  
**C. F. SMITH & Co.,** 83-85, St. John's Hill, Clapham Junction, Bat. 0671. 10096  
**Dodge Spares and Service**  
**DODGE** specialists, repairs, spares, exchange engines, Church Road Eng. Centre Co., Ltd., Dodge Distributors, Hadden, Essex. Tel. 56474/57127. 10192  
**DODGE** specialists, repairs, spares, exchange engine service.—M. A. Miller, 275, Ld. 1, Balham High Rd., London S.W.12. Tel. Balham 2234. 10563  
**FIAT**  
**DICKS CAR SALES** offer—  
**1939** Fiat 500 saloon, very attractive and economical car, £255.  
**DICKS CAR SALES, Ltd.,** 565-401, High Rd., Kilburn, Maida Vale 6089-9. 19327  
**CHIFFEAD MOTORS, Ltd.** see our advertisement under sports cars.  
**1938** Fiat 500, in excellent condition, £295.—Alb. 3566. 19418  
**1938** Fiat 500 saloon, recent complete overhaul, in really superb condition, £259; 3 months' guarantee; terms and exchange.  
**JACK WILLIAMS MOTORS, Ltd.,** 169, Priory Rd., Hornsey, Musgrave 1948.  
**1937** Fiat 500 d.h. coupe, complete engine reconditioned, lower covers, £320.—Smith & Hunter, 276, Kensington High St., London, W.14. Tel. Western 2512. 19624  
**FIAT** 500 cabriolet, 11/2-38, maroon, recent new crankshaft bearings, etc., excellent tyres, hood and cellulose, 50 m.p.h., £255.—107, Clarendon Rd., Twickenham. Popesgrove 3541.  
**C. V. REISHER** the Fiat specialists, fully reconditioned and guaranteed models available; only 111 class examples offered, present stock includes 1939 1100 cc. saloon, 1939 500 coupe—54, Holland Park, W.11. Park 5731. 18517  
**365** gms.—Fiat 500 1939 de luxe convertible 4-seater 1939 saloon, maroon green, fawn leather, carefully used, excellent condition, £259; 3 months' guarantee, 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. 19492  
**GHIA, D.H.** four-seater coupe on Fiat 1500 chassis, probably the most elegant and outstanding specimen produced, red/wood maroon, new heavy soft convertible body upholstery, recently reconditioned and barely used in new Eddi-motors, latest twin rear lights, twin Melitones, £395. Below  
**1939** Fiat 500 de luxe convertible, recently reconditioned, better than new, maroon, beige leather, new mats, special tool boxes in rear, new battery, bumpers, spare wheel, spare chain, etc.—Derrington, 159, London Rd., Kingston 5621-2. 19113

15.—Station Garage Bush Hill Park. Laburnum 19049

105 1000

















110 flat rate tax on any car purchased from us during January. {9242



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS OXFORD

**TANKARD & SMITH, Ltd.**, offer 1949 Morris Oxford saloon, in black with beige upholstery, one careful owner since new, genuine 12,000 miles, fitted push-button radio, heater, etc., as new in every respect; £395, three months' written guarantee; also 500 guaranteed used cars of all makes—196, King's Rd., S.W.3. Tel. Faxman 4801/2-3. 19605

Morris Oxford Cars Wanted

**C. THE CAR MART, Ltd.**, wish to purchase Morris Oxford cars—150, Park Lane, W.1. Grosvenor 3434. 10717

**I REQUIRE** post-war Morris Oxford urgently—30, I. Ryecroft Rd., S.W.16, Tulse Hill 1298 (day). 10749  
I preferably, but nominal mileage 1949 would suit—Wynne Angier, 24, Lyndhurst Rd., London, N.W.3. 10795

## MORRIS SIX

**A. SAUNDERS, Ltd.**, offer— 10792

1949 Morris Six saloon, black with brown leather upholstery, 6000 miles; £1,275. 10792

**A. SAUNDERS, Ltd.**, Austin House, High Rd., H. North Finchley, (100 yards north of Tolly Ho Corner), E.11, 0054. 10725

**PHILIP RICKARDS, Ltd.**, offer— 10725

1949 Morris Six, maroon/beige, 12,000 miles—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. 19198

**SAUL & GLATTER, Ltd.**, offer— 10795

1949 Morris Six saloon, black with brown leather upholstery, an immaculate car throughout, £1,125. 10795

**SAUL & GLATTER, Ltd.**, 44/46, Aldersman Hill, N.15, Tel. Gdn 1265/7173. 10795

1949 Morris Six, 8,000 miles, unmarked. 10795

**GUY ALFRED & Co., Ltd.**, 6-7, Warren St., W.1, Buxton 3265. 11018

1949 Morris Six saloon, maroon with beige upholstery, 9,000 miles, £1,275. 10795

**C. WIMBORNE, Ltd.**, 512, Keston Court Rd., London, S.W.5, Fremantle 8401. 10795

1950 Morris Jan. 1 Morris Six 400 miles only; next £1,200—B. W. Francis, Hiram, Sussex. 10795

1949 (Sept.) Morris Six 20hp saloon, 13,000, fitted with radio and heater, maroon, beige leather upholstery, condition; price £1,095—24, Clifton, York, Tel. 10795

1950 Series Morris Six, finished maroon, with heater, part exchange enquiries welcomed, trade and part exchange enquiries invited—J. P. Morley, Ltd., 54, Streatham Hill, S.W.2, Tulse Hill 4495. 10795

## MORRIS MISCELLANEOUS

**TANKARD & SMITH, Ltd.**, offer the choice of many Morris cars, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee—196, King's Rd., S.W.3, Tel. Fax 4801-3. 10795

**MORRIS** wanted—complete cars, 1947 and 1948 models, in fine condition, ways available; ask us to send you full particulars—Mauds & Norwich Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich, Tel. Norwich 20541. 10105

## Morris Miscellaneous Cars Wanted

**R. ROWLAND SMITH'S**, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. 10779

**MORRIS** wanted—complete cars, 1947 and 1948 models, in fine condition, ways available; ask us to send you full particulars—Mauds & Norwich Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich, Tel. Norwich 20541. 10105

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## OLDSMOBILE

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties—Lex Garage, Ltd., Service, 7, Leighton St., W.1 (Gerrard 5003), Spare Parts: Kensington Place, Campden Hill Rd., W.8 (Park 4611). 10576

## OPEL

1938 Opel 16 Cabriolet, painted black, new hood, 12,000 miles, fitted with major chassis and engine overhaul recently carried out; can be seen by appointment; a bargain; £265. 10607

**HAMPTON MOTORS, Ltd.**, 89, Sheep St., Northampton, Tel. 3616. 10607

## OPEL

1955 Opel Olympia 1937 12hp saloon, black, very good condition; terms, exchange; lists: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). 10607

## Opel Cars Wanted

**ROWLAND SMITH'S**, the Opel buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. 10607

**PRIDE & CLARKE, Ltd.**, the Opel distributors, offer immediate cash payment for all models—237, Brixton Hill, S.W.2, Tel. 3664. 10605

## Opel Spares and Service

**REPAIRS** new crown wheels and pinions, spares, re-conditioned engines, transmissions, etc.—Tarrant & Fraser, 10, Winchester House, W.3, Tel. 2647. 10605

**MAYNOR MOTORS, Ltd.**, distributors; Opel spare parts and reconditioned engine service—Southampton & Southampton, 566, 434. 10605

**PRIDE & CLARKE, Ltd.**, new brake and clutch linings, valves, springs, piston rings, Opel Cuedet crown wheels and pinions, new in stock, quotations—Stockwell Rd., S.W.9, Pri. 6251. 10735

## PACKARD

**HAROLD RADFORD & Co., Ltd.** 10605

1947 (first registered January 1949) 6-cylinder, 18 hp, 1200 cc, electric, Packard Super 6 limousine, £1,100. 10605

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7, Tel. Kensington 6662. 10605

**JOB THOMPSON (MOTORS), Ltd.**, offer— 10605

1937 Packard 120 saloon, £325. 10605

**JOB THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., S. Kensington (next to Micheline), S. Kensington. 10605

**LEONARD WILLIAMS & Co. (1950), Ltd.**, Great West Rd., Brentford, Middlesex. 10605

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RILEY

**SUSSEX** specialists for reconditioned Riley cars, repairs, spares—Leaves Motors, Ltd., Lewes.

**1946** (Sept.) Riley 1½-litre saloon, in excellent condition; £405.—Tel. Fossegrave 7047.

**1939** (April) Riley 12 saloon, nice condition, had R.A.C. test, taxed; £395.—Box 8076.

**1932** Riley Monaco, good general condition, extensive overhauls; £130.—Finchley 5411.

**£325**—1936-7 Riley 1½-litre Adelphi saloon, 52-cv. sprayed, excellent mechanically.—Box 1071.

**BARTS** of Kingston, Riley specialists, sales, repairs.—102, London Rd., Kingston, London 3544.

**GOLDERS** Green—H. A. Saunders, Ltd., Golders Green: 1949 Riley 2½-litre open 3-seater sports; Speedwell 0011.

**GORDON CARS (LONDON)**, Ltd.—1950 Type Riley 2½-litre saloon, green, lawn, leather, radio, heater, 12,000 miles.—Be-ow.

**GORDON CARS (LONDON)**, Ltd.—1949 Riley 2½-litre 3-seater, roadster, green, 7,000 miles.—Be-ow.

**GORDON CARS (LONDON)**, Ltd.—1949 Riley 1½-litre 4-door, green, green leather, 10,000 miles.—Be-ow.

**GORDON CARS (LONDON)**, Ltd.—1948 Riley 1½-litre utility saloon, black, one owner only.—Gordon House, 373, Euston Rd., N. 1. Euston 5611.

**1938** Riley 9 de luxe saloon, guaranteed; £370; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington. Park 7760.

**1936** Riley 1½-litre 1940 4-dr sports saloon, excellent interior, exceptionally good performance, radio fitted, many others.

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## RILEY

**1946** 1½-litre Riley, 16,000 miles, immaculate condition, black, brown leather, £485.—Artes Avenue, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground, Tel. Macaulay 5762 and Mas, 2673.

**PERFORMANCE CARS**, the sports car specialists, of 21 Daimler Motors, Belgrave Lane, N.W.3. (1111), offer with 3 months' written guarantee: 1937 Riley 1½-litre 6 light Adelphi saloon, £350; 1935 Riley 1½-litre Falcon saloon, £245; 1928 Riley 11hp Brooklands Redwing 2-seater, £150; 1931 Riley 9 Utility, £185; 1932 Riley 9 Monaco saloon, body rough, £35. See also under "M.G." and "Sports Cars."

## Riley Cars Wanted

**THE CAR MART**, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3454. (1959)

**ROWLAND SMITH**, the Riley buyers.—Hampton High St. (Hamstead Tube). Ham. 6041. (1953)

**CASH** buyers of low-mileage 1½-litre Rileys, distance no object.—Huttons, Lord St., Southport. Tel. 2248

**URGENTLY** required good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012.

**BROOKLANDS** Riley wanted, any condition.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001.

**BRITISH & COLONIAL MOTORS**, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tel. 3588.

**BLAKES**, Riley distributors, will purchase any non-Riley car.—Riley cars.—110, Bold St., Liverpool. Tel. Royal 6622.

**JACK ROSE**, Ltd., require low mileage post- and pre-war Riley cars.—Stafford Rd., Wallington, Surrey. Wallington 6677-8.

**PRIVATE** buyer requires 1936-9 Riley 9, highest market price paid for right car.—13 Brodric Rd., S.W.17. Tel. 4555.

**18** or 24 saloon, 1950, preferably, but nominal mileage, earlier would suit.—Write Angier, 2, Leinster Rd., London N.W.3. (1995)

**APPROACH** us first before disposing of your Riley car.—Barnard & Smith, Ltd. 194-198, Kings Rd., S.W.5. Flaxman 4801-2-3.

**WANTED**, 1935 Riley Keestril 12.—Price and particulars, Clarke, 4, Sandown Rd., Hillingworth, Halifax. Tel. 6403 after 9 a.m. (1954)

**PERFORMANCE CARS**, of Daimler Motors, Belgrave Lane, N.W.3 (Ham. 1111).—The Riley specialists, buy Rileys for cash immediately. (1941)

**URGENTLY** required, 1946-9 1½-2½-litre saloons.—Rex Neale, Riley Specialist, Sharnbrook Lane, Botley Southampton, Tel. Botley 152.

**MOTORISTS (LONDON)**, Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2.

**URGENTLY** required, low-mileage 1947-9 Riley 1½- or 2½-litre saloons.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

## Riley Spares and Service

**A ROOT MOTORS**, Ltd.—Pressor gear boxes, exchange and repair.—189, Fulham Rd., S.W.3. Kennington 7501.

**BOON & PORTER**, Ltd., Riley distributors.—Spares and specialist service.—P.O. Casenau Barnes, S.W.13. Riverside 4444.

**GEAR** boxes.—H. & A. Engineering, 33, Grant Rd. Addiscombe, Tel. Add. 2951.

**FOR** Riley service consult the Riley specialist.—W. F. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961)

**HANTLEY** for Rileys, spares and service.—165-171 Stansted Rd., Forest Hill, E.E.25. Forest Hill 2344-5.

**WHEN** in the West consult the Riley specialists; comprehensive stock of spares and immediate attention.—Pamela Motors, Ltd., 176, Kelsay Ave., S.W.3. Tel. 43069.

**JAMES (LONDON)**, Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanics and coach repairs.—Carners Lane, Heston Rd., London, N.W.5. Gai. 5446.

**RILEY** distributors for 23 years.—Comprehensive list of spares, question and advice invited, send your engines for complete overhaul by specialists.—Moore's Agencies, Ltd., High St., Lymington Spa. Tel. 67. (1258)

## ROLLS-ROYCE

**JACK BARCLAY**, Ltd., Largest Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to 12-13, Tel. Mayfair 7434.

**FOX**, OFFER the following from their specially selected stock: Windover touring limousine with folding top; head, Rolls-Royce 20/25hp chassis, painted in semi-rare edge black saloon, leather throughout, spacious boot, exceptional carriage, reasonable cost.

**H. A. FOX & Co., Ltd.**, 3-5, Burlington Gardens, Old Bond St., W.1. Tel. Regent 7627.

**FOX**, OFFER the following from their specially selected stock: Windover touring limousine with folding top; head, Rolls-Royce 20/25hp chassis, painted in semi-rare edge black saloon, leather throughout, spacious boot, exceptional carriage, reasonable cost.

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## ROLLS-ROYCE

**P. B. D.**, ROLLS-ROYCE specialists 40 years.

**1940** Rolls-Royce Wraith saloon, with division of 30hp, 25hp Rolls-Royce saloon with division of 30hp, 25hp Rolls-Royce Tickford with division of 30hp.

**1935** 25hp sports saloon by Hooper.

**1934** 25hp Rolls-Royce saloon, with division, by Park Ward.

**1932** 25hp Rolls-Royce sports saloon by Hooper.

**PADDON BROS.**, Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. (1727)

**W. HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hildes 4444.

**1937** Rolls-Royce Phantom III, body by Windover, brown leather interior or coach dark maroon car has been completely reconditioned, 4,000 mechanical overhauls November 1949, car in immaculate condition, £2,000.

**W. HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hildes 4444.

**RIPPON**, RIPPON, RIPPON BROS., Ltd., NORTHERN Rolls-Royce specialists since 1905.

**1938** touring saloon by Rippon, black with air force blue leather upholstery, good condition.

**1937** Phantom III 7-seater limousine by Rippon.

**1936** 25hp 4-door sports saloon by Hooper.

**YOU** can buy with confidence from the largest distributors.

**RIPPON BROS.**, Ltd., Huddersfield 6540 (5 lines); also at Bradford, Leeds and Sheffield. (1945)

**CAR MART**, Ltd., See advertisement on page 27. (1876)

**R. C. MORTLAKE**, 1936 25hp Rolls-Royce owner-driver sedan, division, one private owner since new, Rolls history, genuine small mileage.

**R. C. MORTLAKE**, 233, Kensal Rd., London, W.10. Ladbrook 5155.

**JACK OLDING**, of Mayfair, OFFICIAL Rolls-Royce and Bentley retailers, OFFER—

**1939** Rolls-Royce Wraith Park Ward saloon with div., very with red leather.

**1939** (Nov.) Phantom 30hp touring limousine by Rippon.

**1933** 20-25 Rolls-Royce Park Ward saloon, black with green leather.

**DELIVERY** of new and used cars quoted on application.

**AUDLEY HOUSE**, NORTH Audley St., W.1. Mayfair 5242. (1954)

**HAROLD RADFORD & Co., Ltd.**, INVITE you to call and inspect their unique selection of Rolls-Royce cars.

**1939** Rolls Wraith four-light Windover rousé-division, disappearing division, built-in boot; mileage 35,500.

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kenalington 6642 (5 lines). (1777)

**MASCOT MOTORS**, Ltd., offer the following:—

**1936** (Nov.) 30hp Young sports saloon.

**1936** (Nov.) 30hp Prestone & Webb sports saloon.

**1935** 25hp Barker special four-seater coupe.

**1935** 25hp Arnold sports saloon.

**1934** 25hp T. & M. owner-driver sedan.

**1933** 25hp Prestone & Webb four-seater coupe.

**1933** 40/50 Continental sports saloon.

**1930** 25hp Carlton 4-light saloon.

**ARE** anxious to purchase 20hp and 25hp Rolls-Royce and 34-litre Bentleys with all types of coachwork.

**MASCOT MOTORS**, Ltd., 237, Kensal Rd., Ladbrook Grove, W.10. Ladbrook 1231-2. (1919)

**COOMBS & SONS (GUILDFORD)**, Ltd., offer—

**1938** Rolls-Royce Phantom III saloon with division by H. J. Mulliner, 61,000 miles; £2,150.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Crd., Guildford, Guildford 6207-8-9. (1954)

**OWNER-DRIVER** 30hp 1936 Barker Coachwork four-door saloon, leather throughout, reasonable mileage, meticulously maintained; £1,505.

**OWNER-DRIVER** 1939 Wraith Park Ward 4-door semi-rare edge black saloon, leather throughout, spacious boot, exceptional carriage, reasonable cost.

**A. L. FOX & SAINBERS**, Providence Court, Grosvenor Square, Mayfair-2341. (1890)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

**H. R. OWEN, Ltd.**  
17, Berkeley St.,  
Great Britain's leading specialists in Rolls-Royce and Bentley cars.  
PROD Members of the Swain Group.  
A National Motoring Organisation.

**1935** Rolls-Royce 20/25 d. saloon (R.R.) by Rippon Bros, colour grey with black leather upholstery; this car is fitted with s.s. mounted spare, demister. Ref. H.5555.  
**1936** Rolls-Royce 20/25 limousine by Windover; colour black with black leather to front and maroon cloth to rear; this car is fitted with f.r. occasional, inter-com, heater, o.s. mounted spare. Ref. H.5467.

**1936** Rolls-Royce 25/30 sedan de Ville by Hooper, colour black with dark blue leather to front and beige cloth to rear; this car is fitted with s.m. spare, two s.f. occ., seat, radio and picnic table. Ref. H.5551.

**1936** Rolls-Royce Phantom III R.R. sports saloon by H. J. Mulliner, colour racing green with fawn Everflex upholstery to front and grey hide to rear; this car is fitted with s.m. spare, radio, picnic tables. Ref. H.5626.

**1938** Rolls-Royce 25/30 saloon by Hooper, colour black with brown leather upholstery; this car is fitted with overriders to bumpers, o.s. spare wheel with cover, demister. Ref. H.5557.

**1948** H. J. Mulliner, colour midnight blue with black vinyl, brass and leather to front and beige cloth to rear; this car is fitted with heater and demister, cocktail cabinet, radio, overriders to bumpers. Ref. H.5762.

L.L. cars carry unique s.s. mounted spare; please phone or write for details to:—  
**H. R. OWEN, Ltd.**  
17, Berkeley St.,  
LONDON, W.1.

TELEPHONE MAYFAIR 9060.

**ROLLS-ROYCE Phantom II** 1934, excellent condition, 7-seater, 1200 cc, forward, 4/750. Rolls-Royce Phantom I, 1910, Riverside 2527. 1935 1936

**PHANTOM II** Rolls-Royce, unused since 1939, fitted with new limousine coachwork, surface 6250. 1935 1936

**1936** Rolls-Royce 20/25 2-door sports saloon, by Prestons & Webb very smart car, in excellent condition, 71,000 miles, £1,395. Below.

**1933** Rolls-Royce 20/25 2-door sports saloon, by 63,000 miles only, recent complete R-H overhaul, immaculate condition, £1,285. Below.

**20/25** Rolls-Royce sports saloon, R. J. Mulliner, 55,000 miles, complete overhaul, £795. J. P. Crawley, Western 6015. 19301

**ARCHIE SIMONS & Co., Ltd.**—1935 Rolls-Royce 7-Passenger limousine by Windover, leather throughout, £1,195. 94, Cl. Portland St., W.1. Lan. 1545. 1938

**1939** Rolls-Royce 20hp saloon, very economical bargain for quick sale, £6295.—Broadway Motors, 3-13 Russell Rd., Wilmsham, S.W. 13. Liberty 2484. 19455

**1934** Rolls-Royce 25hp, very pretty sports body, in excellent order; £1,195.—Bella Service Garage, 144, London Rd., Kingston-on-Thames. 1935 1936

**ROLLS-ROYCE Phantom I**, fitted late 7-seater limousine finished in black, types as new, best offer accepted.—Shipman, Crown Rd., Twickenham, Farnham Grove 2632. 19116

**1935** Rolls 7-passenger limousine, seats facing front, with ward, privately owned, bargain, £1,950. terms, exchanges.—St. Albert Embankment, S.E.11. Reindeer 4016. 19268

**LIMOUSINES**—20/25hp and 25/30hp Hooper limousines, mileage all under 30,000, but ex-hire, from £1,200.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3560. 19273

**ROLLS-ROYCE** 1936 25hp sports saloon, black, by R. Park Ward, radio, discs, chauffeur maintained.—Finglands, 215, Wilmore Rd., Rushmore, Manchester 14. Rushmore 2484. 19245

**1936** Rolls-Royce 20/25hp, owner-driver saloon by Freestone & Webb, black, green leather, fitted with windup piano, 57,000 miles, splendid condition throughout, £1,675. 1935 1936

**P. J. EVANS, Ltd.**, Special Retailers for Rolls-Royce cars, 61-61, John Bright St., Birmingham 14. 19116

**25/30** saloon by Barker, wind-down partition, leather upholstery throughout, first registered Sept. 1935, £1,400.—Wards of Putney 72, West Hill, S.W.15. Vandyke 1533. 19016

**1937** Rolls-Royce Phantom III in yellow and black 7-seater partitioned limousine, 11b face forward, superb condition. £1,500.—Groom's Garage, Twickenham, Northants. 19295

**LIMOUSINES**—We have a Phantom II and a 20/25 Rolls-Royce, fitted with 7-seater limousine bodies with face forward occasional seats and are in first-class condition throughout. 1935 1936

**ARTHUR MULLINER, Ltd.**, Bridge St., Northampton A. Tel. 907 19268

**1938** Rolls-Royce 25-30, first registered 13.9.35 with 10,000 miles, complete overhaul, superb show-room condition; also 1937 Rolls-Royce 25/30 owner-driver saloon, magnificent cars, exchanges, terms.—Swanmore Garage, 1176 Churchchurch Rd., Bournemouth Tel. Southbourne 1022 19351

**A&S** (Limousine Specialists) display exceptional selection Rolls-Royce (except late) Limousines throughout. 1935 1936

**LIMOUSINES** 25hp/1932, partition, 7-seater, leather upholstery, £2,200. 1935 1936

**LIMOUSINES** 1934 25hp Hooper, partitioned, widest occasional seats, black, exceptional throughout, £1,955. 1935 1936

**LIMOUSINES** 1935 25hp Barker, swept tail, widest occasional seats, black, immaculate, £1,295. 1935 1936

**LIMOUSINES** 1936 25hp Thrupp, swept tail, partition, forward occasional, low mileage, £1,565. 1935 1936

**LIMOUSINES** 1936 30hp Barker, partition widest occasional, swept tail, black, original owner. 1935 1936

**LIMOUSINES** 1937 30hp Barker, swept tail, widest occasional, partition, black, superb. 1935 1936

**LIMOUSINES** 1939 30hp Thrupp & Maberly, partition, widest occasional, black, genuine 15,000. 1935 1936

**LIFE & SAUNDERS** always purchase Rolls-Royce (100 miles tested, Limousines disassembled). Providence Court, Grosvenor Square, Mayfair-2341. 1935 1936

**1939** Rolls-Royce touring limousine, 7 seats P.P., by Park Ward, mileage 13,000 since new, chauffeur maintained, laid up long periods, literally a new car.—Estill, 124, Clifton, York. Tel. 53230. 19411

**1933** Rolls-Royce owner driver saloon for sale, perfect mechanical condition, complete overhaul 1935 new engine, colour black with heavy chrome trim, 1935 appearance, luggage boot, every accessory, 7 hours 8 new Groom's Garage for fit driver and ditto rear seats, private owner wishes to exchange for 1935 R.H. owner driver saloon (no partition) with cash. Box 7531 19351

**Rolls-Royce Cars Wanted**  
S  
G  
OUR demand is urgent.  
OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies London office, H. R. Owen Ltd. 17 Berkeley St., W.1. Tel. Mayfair 9060. Head Office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. 19316

**C. M. THE CAR MART, Ltd.** wish to purchase Rolls-Royce cars—320 Euston Rd., N.W.1. Euston 1212 J. MARSHALL. 1935 1936

**WANTED**, Rolls-Royce 20/22 and 20/25, all types of any condition.  
J. MARSHALL, 969 St. Albans Rd., Watford, Tel. 4349. 19488

**ROWLAND SMITH'S**, the Rolls-Royce buyers.—Hamstead Road St. (Hamstead Tube), Ham 6041. 1935 1936

**A&S** always purchase modern 25/30hp saloons, preferably with boot, also required 25/30hp limousines 1935-1948. 1935 1936

**A&S** urgently need Phantom II and also Phantom III Saloons and Limousines, prompt attention secured by Mr. & Saunders, Providence Court, Grosvenor Square, Mayfair-2341. 1935 1936

**BROADWAY MOTOR CO.** require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—5, 13, Russell Rd., Wilmsham, Liberty 2484. 1935 1936

**WE** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westwood St., Crystal Palace, S.E.19. Liv. 3562. 19063

**1938** 39 Rolls-Royce limousine sedan required for private buyer, preferably Mulliner body, to appear in 1938 Press Ltd., 79, Great Titchfield St., W.1. 19235

**RIPPON BROS. Ltd.**, the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6340 (3 lines) 19015

**THE SOUTHERN MOTOR COMPANY** is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lynch Heath, nr. Crawley, Sussex, Crawley 437. 19366

**THE BASINGTOKE MOTOR CO.** purchase 20/22 F.W.B. 20/25, early 25/30 late Phantom II; any condition, considered, buyers especially wanted.—5, 13, Russell Rd., Wilmsham, Liberty 2484. 1935 1936

**JACK OLDING, Ltd.** 5-10, North Audley St., W.1. J. official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in any class condition. Mayfair 5242. 19015

**CHARLES FOLLETT, Ltd.**—Officially appointed retailers and repairers, buy good late cars.—18, Wimpole St., W.1. May. 6266. 1935 1936

**CHARLES FOLLETT, Ltd.**—Officially appointed retailers and repairers, buy good late cars.—18, Wimpole St., W.1. May. 6266. 1935 1936

**SHOWROOMS**, 18, Berkeley St., W.1. May, 6266. 1935 1936

**SPARE PARTS**  
SERVICE 12 Wellesley Ave., W.6. Riv. 1413 19314

**MERCHISON MOTORS**, specialists for Rolls-Royce and Bentley—Works Director, Wilkie Wilkinson 12-15 Merchison Mews Edinburgh 11 Tel. 56088 19351

**Rolls-Royce Spares and Service**  
CENTRAL GARAGE, Chiswick, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. CRO. 7464. 19387

**H. A. FOX & Co. Ltd.**, officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 1607. Service works: 213, New Kings Rd., Fulham, London, S.W.6. Tel. REXMUN 3366. 19446

**A.L.** spares for 20 and 25hp Phantom I and Phantom II chassis, also reconditioned replacement engines, guaranteed for 12 months, for the above models; full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westwood St., Crystal Palace, S.E.19. Liv. 3562. 19064

**COMBES & BONS (GUILDFORD), Ltd.**, offer:—  
**1938** Rover 10 coupe, 40,000 miles, radio, twin carburetors, £625. 1935 1936

**COMBES & BONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford GU1 2AR. 1935 1936

**1939** Rover 10hp saloon, colour blue, black leather, excellent condition, £350.—Woking Motors (Maybury Hill), Ltd., Woking 1926. 19390

**1946** Rover 10 sal, black, brown leather, immaculate condition, one owner, £445. 1939, Collage Upper St. Martin's Lane, W.C.2. Temple Bar 5336. 19358

**ROVER 10**, 1946, black, brown leather, mileage 19,000, H.V. immaculate condition; trade enquiries welcomed.—H. Paul Ltd., 23, Bruton Place, Berkeley Square W.1. Mayfair 0821-2. 19359

**ROVER 17**  
**E495**—1938 Rover 12 6-light saloon, black, in immaculate condition throughout. 1935 1936

**MAKIN & HARRISON (MOTORS)**, 482-6, High Rd., Claverick, Cheshire GU56/2619. 19196

**1947** (first reg. 1948) Rover 12 sports tourer, hood, exceptional condition, £395. 1935 1936

**CASTLE MOTOR CAR (LEICESTER), Ltd.**, Church Gate, Leicester GU52/1. 19051

**1935** Rover 12 de luxe saloon, black, green hide upholstery, one owner since new, genuine mileage 50,000, restored at 3300, 1935, 1936

**THOMAS MOTORS**, Chiswick Rd., Upper Richmond Td. & W.15. Tel. Putney 3595-4. 19700

**1947** (Mayfair) Rover 12 sal, 10,000 miles, black/brown, radio, maroon extras.—Trixford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5336. 19358

**1939** Rover 12 saloon, black, brown interior, excellent condition, good tyres, black 1947, 1935 1936

**1947** (June) Rover 12 six-window saloon, birch equipment, dark blue Bedford Cord upholstery, full equipment, 1935, 1936

**1947** grey, dark blue Bedford Cord upholstery, full equipment, 1935, 1936

**1938** Rover 12 sports saloon, black, green hide upholstery, good tyres, black 1947, 1935 1936

**1938** Rover 12 sports saloon, black, green hide upholstery, good tyres, black 1947, 1935 1936

**1938** Rover 12 sports saloon, black, green hide upholstery, good tyres, black 1947, 1935 1936

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

**COACHCRAFT** offer:—  
CROSSLEY 10 Regis sports saloon, excellent mechanical condition throughout, very fast, good oil pressure when hot, a hand-made car. £175.  
COACHCRAFT, Kim Rd. Evesham. Tel. 6539. (1904)

**B & G, MOTORS** offer:—  
£260—Ginger 9 1939 roadster, taxed, two owners, superbly maintained.  
£190—Hillman 10hp Aero Mix open sports 4-seater, really pretty lines, good hood, etc.

£165—originally blown but now running uncharged, grey and chromium, slipping radiator, full touring equipment, goes like the cat when you ask him for another half ton! Honestly exceptional mechanically and a sound vintage car.

£150—Austin 750cc, special 2-seater, covered radiator, outside exhausts, 5-bearing crank, master type mainshaft, rubber body, quick release filler caps, fold-in screen, etc. it goes like the clappers.  
£68—Austin 750cc sports 2-seater, just fitted new hood, fold-in screen, good battery, lovely engine.

£145—exchanges—B. & G. Motors, Early Mess, T. Arlington Rd., Camden Town, N.W.1. Gulliver 3579. (1950)

**CHARACTER CARS** offer:—  
A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition. Please telephone for details of current stock including:—

BENTLEY 1926 4½-litre Gurney Nutting fixed head coupe, re-upholstered, re-mechanized, rebuilt, wheels, new tyres and battery.

HOTCHKISS 1932 24hp 4-door saloon, two owners since new and in outstanding condition, cloth upholstery unmarked, new tyres, instruction book and mechanical history.

LANCIA Lambda 13.9, shortened chassis, registered Feb. 1927, over 1,400 mechanical reconditioning by O. H. Abbott & Co., Ltd. 3 new tyres, new being reconditioned and replaced.

LACORDA 5-seater, one open 1929 and one 1931 sportsman's saloon, each with 5 new tyres and new battery.

PARTICULARS of vintage and sports cars for disposal, with photographs and price received will be gratefully received and acted on immediately.

CHARACTER CARS, 124-126, Haywards Rd., Wimbledon, S.W.19. Liberty 7077-B, 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. (1917)

RICHARDS & BROWN, offer:—  
F.N.-B.M.W. type 40 1937, excellent condition. £275; part exchanges, 2, Ringers Rd., Bromley, Kent. Tel. Ravenshurst 7497. (1909)

ROWLAND SMITH'S for sports cars.  
£545—ms.—Dunham-Talbot, 1947, 10hp sports 4-seater, silver, grey leather, excellent condition; 4-term, exchanges, below.

£425—ms.—Riley Sprite, 1950, 1½-litre super sports 2-seater, gunmetal, leather upholstery, Scintilla valves, constant cover, very good condition; terms, exchanges.—Rowland Smith, below.

£395—ms.—Prater 1936, 3-litre type 55, super sports 2-seater, black and silver, tuned engine, Martlet, pistons and valves, special large sump, vertical Bosch magneto, Andre shot absorbers, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

£395—ms.—Ginger 9, May 1939, sports 4-seater roadster, light blue, blue leather, new hood and sunroof cover, good tyres, excellent condition, terms, exchanges.—Rowland Smith, below.

£365—ms.—M.G. Midget, 1937 model, 10hp T-2-seater, black red leather, road, carefully used, excellent condition, terms, exchanges.—Rowland Smith, below.

£345—ms.—Austin Martin, 1933 model, 1½-litre 4-door chassis Le Mans 2-seater, black red leather, outside exhaust, large car tank, cycle type wing, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

£245—ms.—M.O. Magnette, 1935 12hp N type sports 2-seater, black red wheels, leather upholstery, good tyres, terms, exchanges, full open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (1945)

RAYMOND WAY, the hire purchase specialists!  
RAYMOND WAY, of Kilburn.

50 sports cars of all types under £400  
5% discount for cash customers.

CARS and motor cycles wanted in part exchange  
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds Kilburn Park Station, Bakerloo Line, Mai 6044 (10 lines). (1027)

SPEEDSTERS, Ltd.—The best conditioned sporting cars in the country.  
SPEEDSTERS, Ltd.—Specimen car, 1½-litre M.G. 2-seater, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3212, 3213, 3214, 3215, 3216, 3217, 3218, 3219, 3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3236, 3237, 3238, 3239, 3240, 3241, 3242, 3243, 3244, 3245, 3246, 3247, 3248, 3249, 3250, 3251, 3252, 3253, 3254, 3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 3293, 3294, 3295, 3296, 3297, 3298, 3299, 3300, 3301, 3302, 3303, 3304, 3305, 3306, 3307, 3308, 3309, 3310, 3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320, 3321, 3322, 3323, 3324, 3325, 3326, 3327, 3328, 3329, 3330, 3331, 3332, 3333, 3334, 3335, 3336, 3337, 3338, 3339, 3340, 3341, 3342, 3343, 3344, 3345, 3346, 3347, 3348, 3349, 3350, 3351, 3352, 3353, 3354, 3355, 3356, 3357, 3358, 3359, 3360, 3361, 3362, 3363, 3364, 3365, 3366, 3367, 3368, 3369, 3370, 3371, 3372, 3373, 3374, 3375, 3376, 3377, 3378, 3379, 3380, 3381, 3382, 3383, 3384, 3385, 3386, 3387, 3388, 3389, 3390, 3391, 3392, 3393, 3394, 3395, 3396, 3397, 3398, 3399, 3400, 3401, 3402, 3403, 3404, 3405, 3406, 3407, 3408, 3409, 3410, 3411, 3412, 3413, 3414, 3415, 3416, 3417, 3418, 3419, 3420, 3421, 3422, 3423, 3424, 3425, 3426, 3427, 3428, 3429, 3430, 3431, 3432, 3433, 3434, 3435, 3436, 3437, 3438, 3439, 3440, 3441, 3442, 3443, 3444, 3445, 3446, 3447, 3448, 3449, 3450, 3451, 3452, 3453, 3454, 3455, 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3466, 3467, 3468, 3469, 3470, 3471, 3472, 3473, 3474, 3475, 3476, 3477, 3478, 3479, 3480, 3481, 3482, 3483, 3484, 3485, 3486, 3487, 3488, 3489, 3490, 3491, 3492, 3493, 3494, 3495, 3496, 3497, 3498, 3499, 3500, 3501, 3502, 3503, 3504, 3505, 3506, 3507, 3508, 3509, 3510, 3511, 3512, 3513, 3514, 3515, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526, 3527, 3528, 3529, 3530, 3531, 3532, 3533, 3534, 3535, 3536, 3537, 3538, 3539, 3540, 3541, 3542, 3543, 3544, 3545, 3546, 3547, 3548, 3549, 3550, 3551, 3552, 3553, 3554, 3555, 3556, 3557, 3558, 3559, 3560, 3561, 3562, 3563, 3564, 3565, 3566, 3567, 3568, 3569, 3570, 3571, 3572, 3573, 3574, 3575, 3576, 3577, 3578, 3579, 3580, 3581, 3582, 3583, 3584, 3585, 3586, 3587, 3588, 3589, 3590, 3591, 3592, 3593, 3594, 3595, 3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**£365**—1939 Standard 12 de luxe saloon, black, fitted radio, cream coloured, good condition, bargain.

**£285**—1939 Standard Flying 12 de luxe saloon, grey, hide interior, clean condition, taxed, good tyres, excellent runner, bargain; also 1937 (registered 1950), £290.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (18512)

**1946** model Standard 12hp 5-seater drop head coupe, black red leather, very fine condition, £395.

**ROBBINS**, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4501. (19460)

**279** gns.—1938 Standard 12 de luxe saloon superb condition.—Ainslie, 3, Balham High Rd., Balham 1509. (19187)

**£350**—Standard Flying 12 1939 drop head coupe, original cellulose, new hood, excellent performance, many others.

**BENNETT**, 1, Clarendon Rd., Holland Park London, W.11. Park 5066-7. Open Mon. to Sat. 9-5. (50yds Holland Park Tube.) (1811)

**1937** Standard 12hp saloon, excellent condition, £225.—Dalton Motors, 517, Kingsland Rd., London, E.8. Clusland 415. (19400)

**1939** Standard Super 12 saloon, in excellent condition throughout; £435.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. (18691)

**1939** Standard 12 drophead coupe, grey, new hood, very nice brown leather upholstery, tyres and engine in perfect condition, this car is a new throughout, genuine value for money for the reasonable figure of £245.

**DODGAS CAR SALES**, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. (18514)

**1948** Standard 12hp drop head coupe, grey, blue leather, fitted radio, excellent condition, taxed throughout, £795; exchanges and hire purchase arranged.—Gully's Garage, Ltd., Faria Court, S.W.7. Frodober 0063. (18297)

**1937** 8 Standard Flying 12 saloon, black, blue hide interior, a well-maintained car in nice condition throughout, cash or hire terms, suitably arranged.—C & S Motors, Ltd., Dudden Hill Lane, Neasden, Gladsstone 8005-6. (17342)

**795** gns.—Standard 12 (March, 1948) foursome drop head, black leather, very nice, fully equipped, exceptional condition, terms, exchanges; list, open 7-7 weekdays and Saturdays.—Rowland Smith, (Hampstead Tube), Hampstead 6081. (19486)

**£444**—The finest Standard 12 de luxe saloon ever offered, really magnificent throughout, it is hard to find sufficient superlatives to describe this car which although 12 years old looks like new, we mean this! See for yourself; 3 months' guarantee; hire purchase, exchanges.

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (19560)

**W** HAROLD PERKY Ltd. Ivrya Works, 27, Ballards Lane, North Finchley, N.12. Tel. Hillside 4440. (19486)

**1948** Standard 14 drop head coupe, black, brown leather, immaculate condition, £435.

**W** HAROLD PERKY Ltd. Ivrya Works, 27, Ballards Lane, North Finchley, N.12. Tel. Hillside 4440. (19486)

**HAROLD RADFORD & Co., Ltd.**

**1947** (April) Standard 14 drop head coupe, 26,000 m.

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6622 (5 lines).

**G. SMITH (MOTORS)**, Ltd., offer:—

**1939** Standard 14 saloon, re-sparked black, £450, 50 other guaranteed used cars.

**S. G. SMITH (MOTORS)**, Ltd., 13-15, East Dulwich Rd., S.E.22. New Cross 4434. (17735)

**1937** Standard Flying 14 saloon, colour maroon; £250.

**PARSONS & PARSONS (GARAGES)**, Ltd., Potter St., Harlow, Potter 81, 121. (18952)

**ARCHIE SIMONS & Co. (Garages)**, Ltd., 1938 Standard 14 saloon; £345.—94, Gt. Portland St., W.1. (19519)

**1947** (Nov.) Standard 14 saloon, lovely condition; £775.—Bowen, Hillside Garage, Edgware, Tel. Euseage 4464-5.

**1947** Standard 14 drop head coupe, black; £750. Blue leather, superb condition, 617, Finchley Rd., N.W.3. Ham. 2255. (19012)

**1948** Standard 14 saloon, black, blue leather, 9 H.M. radio, one owner, taxed 1951, excellent condition, £525.

**C. & R. GARAGE**, Ltd., 33, Victoria Rd., Surbiton, Surrey 265. (19454)

**1947** (Oct.) Standard 14 sal., grey, blue leather, 11,000 miles, uncrashed.—Tuckerford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3535. (18940)

**PRIVATE** owner wishes to dispose of 1948 Standard 14hp, excellent condition, offers over £750.—Lan. Western Ave., Llandaf, Cardiff. Tel. Llandaf 65, (8744)

**1948** Standard 14 saloon, grey, fitted radio, in really beautiful condition throughout, any trial, £625.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. (18630)

**1948** (April) Standard Flying 14, black saloon, small mileage, £775; h.p. terms arranged.—K. Henry, Ltd., 65-65 Great Portland St., W.1. Langham 3635 and 3954. (19569)

**1947** Standard 14, black, red leather, low mileage, immaculate condition, choice of two, £725.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. (18958)

**1948** Standard 14, grey with blue leather, low mileage, in excellent condition; £795.

**JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.7. North 4441. (19252)

**£45**—Unreparable car, Standard 16 4-door Standard 16 runner but needs basket replacing.—Bray Motors 180-184 West End Lane, N.W.6. Hampstead 6490. (18632)

**£96** or by instalments (£32 deposit)—1935 Standard 16hp saloon free 12 months, third party insurance, 3 months' written guarantee.—Stuart Wilson, 353 Finchley Rd., London, N.W.3. Hampstead 5712 and 5532. (19174)

**1936-7** model Flying Standard 16, brand new, 1950s new battery, mechanically perfect, absolutely sound throughout, just reprepared, a really first-class reliable car, guaranteed viewed by appointment, any trial, genuine bargain; £250.—63, Chapel St., Brierfield, Lancs. (19157)

**OVERSEAS STANDARD VANGUARD**

**1949** Standard Vanguard saloon, black, red leather, £1,025.

**OVERSEAS CARS**, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (18521)

**TOM GARNER**, Ltd., offer:—

**1949** 50 Standard Vanguard saloon, grey with grey leather, 4,000 miles only.

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 3900. (18624)

**DICKS CAR SALES** offer:—

**1949** Vanguard saloon, 7,000 miles only, as new.

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6089-9. (15230)

**G. LANFIELD LAWRENCE** offer:—

**£975**—1949 Standard Vanguard, green, with red top, upmarket, rapid, in immaculate condition, 407, High Rd., N.12. Finchley 0091. (15371)

**WARWICK WRIGHT**, Ltd., offer:—

**1949** Standard Vanguard saloon, green, red cloth, 8,000 miles, £1,125.

**1949** Standard Vanguard saloon, grey, blue leather, 5,000 miles, £1,125.

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9781. (19112)

**MANN EGERTON & Co. Ltd.**, offer:—

**1949** Standard Vanguard saloon, metallic green, 5,000 miles, £1,050.

**14** Berkeley St., London, W.1. Regent 2073. (18969)

**COOMBS & BONS (GUILDFORD)**, Ltd., offer:—

**1949** Standard Vanguard saloon, radio, heater, etc., 12,000 miles, £950.

**COOMBS & BONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (18537)

**D. J. SHEPHERD & Co. (ENFIELD)**, Ltd., offer:—

**1949** Standard Vanguard saloon, leather upholstery, every heater, etc., taxed, £935.—D. J. Shepherd & Co. (Enfield), Ltd., 446, Hertford Rd., Enfield, Howard 1651. (15105)

**1949** Standard Vanguard saloon, leather upholstery, one owner, £950.

**GEORGE NEWMAN & Co.**, 369, Euston Rd., N.W.1. Euston 4466. (19112)

**STANDARD VANGUARD**, 1949, grey, radio and heater, regularly serviced, one owner; £950.—Ealing 4309 or Popple Grove 3365. (14056)

**1950** Vanguard full de luxe saloon, 5,000 miles, one owner, superb condition, guaranteed, £1,050.

**T. W. WILKIN**, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (18995)

**STANDARD VANGUARD** saloon, black, Oct., '49, mileage 9,760, immaculate, £965.—Horrocks Garage, Redditch, Tel. 17. (19435)

**1949** Standard Vanguard saloon, green, 2,000 miles only, indistinguishable from new; £1,045.—Lee & Tripp, Ltd., Esher 1234. (19135)

**1949** Standard Vanguard, nominal mileage, radio heater, black, £950, Chesham Motor & Engineering Co., Ltd., Ewer Rd., Chesham, Surrey. (19430)

**1949** (October) Standard Vanguard black saloon, leather, heater, 4,000 miles; £995.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1442. (19313)

**1949** Vanguard, 7,000 miles, radio, heater, leather, etc., as new, £975.—Barraclough, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1047. (19430)

**1949** Vanguard, under 10,000 miles, grey, grey leather, H.M.V. radio, heater, spotless, £965.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. (18958)

**STANDARD MISCELLANEOUS**

**GORDON CARS (LONDON)**, Ltd.—1949 Standard Vanguard, green, leather, heater, radio.—Below.

**GOLDEN CARS (LONDON)**, Ltd.—1949 Standard Vanguard, black, 6,000 miles.—Below.

**GORDON CARS (LONDON)**, Ltd.—1948 Standard 14hp saloon, grey/blue leather, attractive.—Below.

**GORDON CARS (LONDON)**, Ltd.—1948 Standard 14hp drop head coupe, black, one owner only.—Below.

**GORDON CARS (LONDON)**, Ltd.—1947 Standard 14hp drop head coupe, black, perfect condition.—Below.

**GORDON CARS (LONDON)**, Ltd.—1947 Standard 12hp saloon, black, excellent condition.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. (19093)

**STANDARD MISCELLANEOUS**

**CHARRIS AUTO SALES**, Ltd., Croydon-Purley area, distributors, always have the latest Standard and Triumph cars available.—Croydon 6089. (10063)

**TANKARD & SMITH** Ltd., offer the choice of many Standard 16, 18 and 12s from their vast stock of over 500 used cars, all subject to three months' written guarantee.—138, King's Rd., S.W.3. Tel. Fax 4801-3.

**Standard Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

**R** ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**I** URGENTLY need post-war Standard—21, Kirkstall Rd., S.W.2. Tulse Hill 1286 (day).

**M** ARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. (10181)

**C** ASH immediately for good Standard—H. P. Stoddard, 154, Gt. Fitchfield St., W.1. Langham 0012. (19398)

**C** ASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hollins, Lord St., Southport. Tel. 2295. (18624)

**J** ACK OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242. (18970)

**A** PPROACH us first before disposing of your Standard car.—Tandard & Smith, Ltd., 194-196, Kilmor, S.W.3. Finsbury 4801-2-3. (18794)

**A** LBERT FARNELL, Ltd., would appreciate the offer of your Standard if within 15 miles of—75, Manham Lane, Bradford, Tel. 2827-8. (10176)

**W** ANTED, Vanguard shooting brake, van considered; 1948-9 Austin A40 offered in exchange.—Davies, Dean Court, Eynsham Road, Botley, Oxford. (17668)

**STARNES MOTORS**, 103, Cricklewood Broadway, N.W.2. require modern Standard cars in rea good cond., cash or exchange.—Tel. G.A. 2480. (10451)

**Standard Spares and Service**

**STANDARD** spares and repairs.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 4. Tel. 29459.

**REPAIRS** and service for Standard and Triumph cars by the Standard agents.—Kerross Garage, Highbury Garage, N.3. Canonbury 3190. (10424)

**STANDARD** spares for all models, largest provincial stockists.—Hollingdale Automotive Co., Ltd., stockport (Tel. 4464); and Prince's Drive, Chisney Bay (1919)

**STANDARD** spares, all models from 1955, replacement units, complete overhauls, reconditioning.—Stoddard Garage, Alexandra Terrace, Guildford, Tel. 5391. (16110)

**REPAIRS**, Service and Spares for Standard and Triumph cars in South Bucks at—Gordon White & Co. Ltd., Stowe Pages, Bucks. Tel. Farnham 1039 non 59. (18596)

**S** PARE parts by return of post, quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5486. (10475)

**BROCKHURST GARAGE**—Harrow agents for Standard Triumph sash service, spares, reconditioned units.—Dunbar Rd., Harrow, W.1. Middlesex, Tel. Grimsdyke 561. (10255)

**L** ANKETER ENO Co., Ltd. (distributors in Surrey since 1911), full range of spares, phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151-4. (10286)

**STANDARD** spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars; for sale of handset, Tel. Margate 1162. (11572)

**K** J. J. MOTORS Ltd. have available for immediate delivery reconditioned engines and vast stock of spares for all models, the Standard specialists for over 15 years.—137-145, Walmers Rd., Bromley Kent. 5567-7-8-9. (10597)

**HALLS (FINCHLEY)**, Ltd., have a comprehensive range of Standard spares for immediate delivery and a reconditioned Standard engine and gear, wanted 3 months; Gilling-Benda stockists.—Atwood Ave., Finchley, N.3. Finchley 590-9. (10042)

**STANDARD & TRIUMPH SALES**, Ltd.—Service and spares for all models, a comprehensive range of stockists in Britain of spares and service exchange commission.—Standard & Triumph 6306, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

**STEYR** 1949 super sports Roadster, 1950 (March), one of the most attractive streamline design cars in London, a real opportunity for the speed enthusiast, £1,000, £200 deposit, £800 balance.—Bryant & Pease Club, Chertsey Rd., Mayfair, W.1. Cron. 1553. (19067)

**DICKS CAR SALES** offer:—

**1941** Studelaker 20hp Champion saloon, i.h.d., very economical, £450.

**DICKS CAR SALES**, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6089-9. (15230)

**1937/8** 26hp Studelaker, black cloth, beautiful car, offers over £250.—Brit. 184. (18518)

**1938** Studelaker 26 de luxe saloon, guaranteed; £230; payments: £100 cash, £130 balance, 12 months, Resindor, Park 7750. (10584)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1939** 22hp Studebaker 4-door saloon, very good engine and chassis. 225-7. Hammer Smith Rd., W.6. Riverside 6677-8. (7651)

**1938** Studebaker Commander saloon, 26hp, black, really splendid condition throughout. £450.-. Wembley Court Motors, High Rd., Wembley. (8628)

**8500** miles.—1948 (Oct.) Studebaker Commander drop head four-door coupe, R.H.D., power operated hood, etc.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (3670)

**Studebaker Cars Wanted**  
**SIMPSON MOTORS (WEMBLEY), Ltd.** wish to purchase all models Studebaker. Wembley 3903. (10678)

**1927** Sunbeam tourer 25.5hp, excellent condition for age, numerous spares included, £60 or offer.—Three Ways Garage, Halesy, Cheshire. Tel. 90 (9292)

**SUNBEAM-TALBOT**  
**CARR BROS. offer:—**

**SUNBEAM-TALBOT** 10 saloon, 1947, superior small car of fine appearance and performance at an attractive price. £235. Laid off overhaul to new condition. Part exchanges, garage work.

**CARR BROS. GARAGES, Ltd.** Purley, Uplands 4811/2/3. (13014)

**BROWN'S for Sunbeam-Talbots.**

**1939** Sunbeam-Talbot 10hp saloon de luxe, completely reconditioned engine just being fitted, immaculate condition. £535.—Brown's Garage, Loughton (Essex) 4119 (Tulse). (7651)

**BROOKLANDS for Individuality.**

**1949** Sunbeam-Talbot Model 90 saloon, black, brown leather, fitted heater, speedometer, reading 7,000 miles.

**103** New Bond St., London, W.1. Mayfair 8351/6. (8965)

**CLAND & TABOR, Ltd.** offer:—

**1949** Sunbeam-Talbot 90 sal., speedo., 15,000 miles, brown, red leather. £1,195.

**APPLX** Weymouth 401. (19250)

**WARWICK WRIGHT, Ltd.** offer:—

**1949** Sunbeam-Talbot 90 saloon, silver, buff leather, 15,000 miles. £1,250.

**1949** Sunbeam-Talbot 10hp saloon, black, buff leather, radio, 12,000 miles. £1,350.

**1949** Sunbeam-Talbot 80 convertible coupe, silver green, buff leather, 4,000 miles. £1,325.

**1949** Sunbeam-Talbot 80 saloon, satin bronze, red leather, 7,000 miles. £1,375.

**WARWICK WRIGHT, Ltd.** 150, New Bond St., W.1. Mayfair 9761. (19209)

**GUY SALMON AUTOMOBILES, Ltd.** offer:—

**1949** Sunbeam-Talbot 80 saloon, 15,000 miles, immaculate. £1,175.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (16038)

**COOMBS & BONS (GUILDFORD), Ltd.** offer:—

**1949** Sunbeam-Talbot 90, 12,000 miles. £1,295.

**COOMBS & BONS (GUILDFORD), Ltd.** Portsmouth Rd., Guildford. Guildford 6307-9-9. (8539)

**GORDON CARS (LONDON), Ltd.**—1949 Sunbeam-Talbot 80, green, 9,000 miles.—Below.

**GORDON CARS (LONDON), Ltd.**—1947 Sunbeam-Talbot 10hp saloon, grey, one owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (19096)

**1948** Sunbeam-Talbot 10hp saloon, one owner, gunmetal. £775.—Grove Motors, North Rd. Southall 5477. (2910)

**1949** Sunbeam-Talbot 80 saloon, green, 11,000 miles, heater, radio, unmarked. £1,195.—L & T's Ltd. Esher 1254. (9110)

**SUNBEAM-TALBOT Ten** grey saloon 1948, 16,000 miles, one owner, excellent condition.—14, Ode Avenue, Watford. Tel. 6817 evenings. (9545)

**CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon 1948, black, grey leather, outstanding condition, nominal mileage. £695.**

**CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon 1948, in condition virtually as new, scrupulously maintained by one owner, practically unused. £695.**

**CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon 1948, very excellent car, exactly similar to post-war model, coachwork and interior exceptionally clean, numerous extras, twin chorded horns, Lucas spits, demister, etc. opportunity at £595.**

**CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon 1948, four-year-old, body in mint condition, metallic grey with red leather, good hood and screens, outstanding performance five new tyres. £475.**

**CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon 1948, four-year-old, body in mint condition, metallic grey with red leather, good hood and screens, outstanding performance five new tyres. £475.**

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**CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon 1948, four-year-old, body in mint condition, metallic grey with red leather, good hood and screens, outstanding performance five new tyres. £475.**

**1949** Sunbeam-Talbot 80 saloon, satin bronze, low mileage, as new throughout, one owner. £1,200.—Wembley Court Motors, High Rd., Wembley. (8628)

**7000** head coupe, colour granite grey, a unique car in new condition. £1,000.—R. F. Fossie, 101, Bushy Heath, Herts. Tel. 1605. (8815)

**1950** Sunbeam-Talbot 80, carefully tuned and maintained, 4,500 miles, mint condition, silver-green, blue leather. £1,350.—Buck & Partners, 2, Harrison Gardens, S.W.7, Fro. 1004. (19159)

**1949** (December) Sunbeam-Talbot 80, finished grey, 4,000 miles, radio, heater, exactly as new; trade and part exchange enquiries invited.—G. F. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4425. (19654)

**545** gns.—Sunbeam-Talbot, 1947, 10hp sports 4-seater, silver, grey leather, excellent condition, terms, exchange; last, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (19487)

**1939** Sunbeam-Talbot gunmetal 4-litre model, mileage under 50,000, wanted several cars, grey hide interior, Phillips Radio, ride control, disc, good tyres, less carburettor giving over 20 mpg, really fine riding car, first welcome. £345.—Write Owner, 4, Brimmar Avenue, Thornton Heath; or Tel. Ewell 5716. (19281)

**1939** Sunbeam-Talbot 8-litre 4-door main roof sports saloon, exceptional performance, comp. tyres, overhauled and fitted works reconditioned engine, new tyres, battery, radio, twin black horn, ride control, exhaust, wheel disc, etc. £375, terms, exchange. Tel. Amhurst 2000. Turner, 99-117, Clarence Rd., London, E.5. (19055)

**Sunbeam-Talbot Cars Wanted**

**R**

**ROOTS.**

**DISTRIBUTORS.**

**REQUIRE** modern low-mileage Sunbeam-Talbot cars.

**BIRMINGHAM**—Lower Temple St. (Central 3411).

**MANCHESTER**—129, Deansgate. (Blackfriars 6677).

**MAIDSTONE**—(Maidstone 5333).

**CANTERBURY**—(Canterbury 5352).

**ROCHESTER**—(Chatham 2231).

**WYBOTHAM Heath**—(Borough Green 4).

**ROOTS, Ltd.** Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (10111)

**R**

**ROWLAND SMITH'S** the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). (10960)

**CASH** buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, distance no object.—Haltions, Leire & Southport, Ltd. 5248. (10902)

**CRIPPS** of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd. The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. (10423)

**BIRMINGHAM** and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 10, New Street, Birmingham. (10099)

**Sunbeam-Talbot Spares and Service**

**NORTH and Central London.**

**CATERMOLES (GARAGES), Ltd.** for Sunbeam-Talbot spares, sales and service.—75-89, Pentonville Rd., N.1. Terminus 1001-7. (19365)

**TALBOT**

**1935** Talbot 17.9hp sports saloon, blue, excellent condition. £175.—Wareing, Railway Tavern, Hamworthy, Dorset. (91553)

**£365**—Talbot 10 1938 d.h. coupe, good hood, really excellent appearance, also a saloon model; many others.

**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5067-7. Open Mon. to Sat. 9-5. (50yds Holland Park Tube.) (18610)

**1937** Talbot 105 Speed Vanden Plas tourer, 5 new radiators, new hood, tonneau, screens, Ace discs, radiators, spare car in immaculate condition; see Origination 2435. (19028)

**£275**—1935 Talbot limousine, division, face for 275, ward occasional, leather in front, cloth rest of body, original 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 282

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**TRIUMPH**  
**NAYLOR & ROOT, Ltd.**, 1940 Triumph 14hp Dolomite saloon, black, brown hide, excellent performance and appearance. 4,095; 3 months guarantee, choice of 250 quality cars; demonstrations within 100 miles; terms available—25, East Hill, S.W.18, Bant. 5272. Open 9-6 each week-day including Saturday. (9259)

**£295**—Triumph Dolomite 1½-litre 14hp four-door sportsman's saloon 1937, a very desirable car, stylish stream-line appearance, modern lines and instruments, knock-on wheels, remote control, rev. counter, twin trumpet horns, twin passenger, etc., surprisingly fast for a car of its year; genuine value for money—see below.

**£495**—Triumph Dolomite 14/65, four-cylinder special coupe roadster. May 1939, a very scarce model and one which has been maintained utterly regardless of cost, during 1950 alone over £80 being spent on mechanical overhaul, including complete stripping down of engine, rebore, remeta-line of all bearings, reground crankshaft, new pistons, steering overhaul, new front springs, new petrol pump, etc., etc., all work carried out by very well-known London Distributors and all the above substantiated by receipted bills, extra fittings include latest type radiomobile twin chorded trumpet horns, twin s.s. lights, etc., coachwork, interior and hood up to first-class order; must appeal to discerning purchaser requiring a really fast modern looking roadster on which so much of the history is known.

**CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.**, Tel. 2041 (5 lines) nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. 1941-Purchaser part-exchange, free delivery, £10 flat tax on any car purchased from us during January. (9257)

## Triumph Cars Wanted

**C**  
**THE CAR MART, Ltd.**, wish to purchase Triumph cars—320, 300 and 14. M.W.I. Euston 1212. (9258)

**ROWLAND SMITH'S, the Triumph buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.** (9259)

**MARSTON MOTOR CO., Ltd.**, for your Triumph—M. Tel. 514,000. Seven Sisters Rd., Tottenham N.15. (9260)

**CASH** immediately for good Triumph—**H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012.** (9261)

**CASH** buyers of low-mileage 1930 and 2000 Triumphs; no exchange no object—**Hattons, Lord St., Southampton Tel. 2268.** (9262)

**BRITISH & COLONIAL MOTORS, Ltd.**, require good Triumph cars—Upper St. Martin's Lane, W.C.2. Tel. 2568. (9263)

**MODERN saloon, 14 or 18hp.** provided mileage is very small—**Write Anzor, 24, Lyndhurst Rd. London, N.W.5.** (9264)

**URGENTLY** required 1949-50 Triumph 1800 Roadster, no dealers, covenant free—**J. Scales, 426, Cherryhinton Rd., Cambridge.** (9265)

**TRIUMPH 2000 Roadster or R.E. saloon** wanted, mileage and price to 62, **Franchomme Rd., 84/9, Cheshire, Tel. Sale 3505. Evenings.** (9266)

## Triumph Spares and Services

**NEWNHAMS, Ltd.**  
**TRIUMPH** specialists, service and spares for all models, including De Dion-Buick—**Newnhams Lane, 235-7, 9, Hammersmith Rd., W.6. R. 4046.** (1559)

**BASIL ROY, Ltd.—Triumph spares, complete stock** wholesale and retail—161, Gt. Portland St., W.1. Langham 1735. (9267)

**TRIUMPH and Standard Spares and Service for South Bucks—Gordon White & Co., Ltd., Stoke Poges, Bucks. Tel. Farnham Common 39.** (9268)

**TRIUMPH** spares for all post-war models, largest provincial stockists—**Rollingstone Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522).** (9269)

**STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies—Standard Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood N.W.1. Made Vale 9114 (10 lines).** (9270)

## UTILITY CARS

**HAROLD RADFORD & Co., Ltd.**  
**1949** Jowett Bradford Utility, 5,900 miles.  
**1948** Fordson Scott Utility, 17,000 miles. (9271)

**HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 4322 (5 lines).** (9272)

**WARWICK WRIGHT, Ltd.—offer:**  
**1949** Austin 400 Countryman Utility, green, brown leather, 7,000 miles, £590.  
**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 2701.** (9273)

**1949** Lra-Francis 5-seater 4-door utility, 6,000 miles, £1,050.  
**GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466.** (9274)

**1948** Bradford Utility, reconditioned and repolished, as new, guaranteed, £450.  
**G. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241.** (9275)

**1949** Bradford Utility, 4 seats, one owner, very low mileage, superb condition, guaranteed, £525.  
**G. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241.** (9276)

**1948** reg'd. Humber Super Snipe utility, excellent condition, £325; terms, exchanges, insurance.  
**READ BROS MOTOR CO. (LONDON), Ltd., 56, Chichester Rd., Colliers Wood, S.W.19. Liberty 1004.** (9277)

**UTILITY CARS**  
**VAUXHALL 14** 5-seater, 4-door utility, grained timber body, sliding rear seat, special modern top, many extras. £320.  
**ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 6262.** (9278)

**CASH'S MOTOR MART—1949 Fordson 10cvt. fitted** 7-seater wooden utility body; written guarantee—5, Warren St., W.1. Euston 5523. (1825)

**AUSTIN 10** ex-W.D. utility, first reg. 1947, good running condition, sprayed; best offer—**Waddington, Graftonbury, Hereford. Tel. 4243.** (9279)

**MORRIS 10** ex-W.D. personnel utility, good condition, unregistered, £255—**Jacquier, Ltd., 221, 7, Hammersmith Rd., W.6. Riverside 6077-8.** (9280)

**1948** model Bradford Utility, mileage 9,000, excellent condition; £365—**John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182.** (9281)

**1948** Alvis 14hp shooting brake, maroon and well maintained; £200—**offer over £250—Box 5078.** (9282)

**L.F. FRANCIS** shooting brake, new Mar., 1949, original cost £1,050 (exclusive of purchase), exceptionally nice body, as new, mileage 14,000, £540 or less offered—**1, Dorset Mews, Wilton St., S.W.1. Sloane 7239.** (9283)

**1949** (Sept.) Austin 12hp Countryman utility shooting brake, full 4-seater, with luggage space, very low mileage, only slightly used, cash, exchanges, etc.—**Jack Stote & Co., 221, Upper Richmond Rd., W.15. Tel. Putney 1054-5, 2276-7, de la nuit.** (9284)

**395** cns.—Ford V.8 registered 1946 35hp Canadian 5-seater 4-door utility, grained timber body, silver-grey bonnet and wheel, leather interior, good tail board, sliding glass windows, steering column gear-change, very good condition, terms, exchanges—**Rowland Smith, below.** (9285)

**645** cns.—**Lea-Francis** (July, 1946) 14hp utility 4-door 5-seater, natural, rubber floor, wings and bonnet, sliding glass windows, rear entrance, removable rear seat, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays—**Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041.** (9286)

## UTILITY CARS WANTED

**CASH** buyers of low-mileage utilities; distance no object—**Hattons, Lord St., Southampton. Tel. 2268.** (9262)

**ROWLAND SMITH'S, the Utility car buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.** (9263)

**ALBERT** 480 Minx or Vanguard utility urgently or wanted—**Adams, 645, Durham Rd., Chislehurst, Tyne. Tel. 75532.** (9264)

## VAUXHALL 10

**S. O. SMITH (MOTORS), Ltd., offer:**  
**1938** Vauxhall 10 2-door fixed head coupe, really well kept, condition—£345.  
**S. O. SMITH (MOTORS), Ltd., 15-19, East Dulwich St. Rd., S.E.22. New Cross 4444.** (9269)

**1938** Vauxhall 10hp 4-door saloon de luxe, original price, excellent chassis, taxed to the end of the year, £265.  
**MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common—Battersea 5575.** (9261)

**£395** 1—Genuine opportunity: March, 1939, Vauxhall 14hp saloon de luxe, 5-seater, with leather, with fawn leather, carefully used and driven, most economical little chee, definitely above average condition for a 1939 car, one of Goodfry's type.  
**CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) nearly 400 cars ready for inspection and immediate purchase; part-exchange, free delivery, £10 flat rate tax on any car purchased from us during January.** (9257)

## VAUXHALL 12

**BROWN'S** for Vauxhalls.  
**1940** Vauxhall 12hp saloon de luxe, excellent condition, £455—**Brown's Garage, Longston (Essex) 4119 (Tube).** (9287)

**1948** (May) Vauxhall 12 saloon, blue, immaculate condition, £795.  
**BRIDGE MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 2362.** (9303)

**VAUXHALL 12, 1948**, in exceptional condition, fitted tender, windhorns, £775—**E. & H. Motors, 1404-5, High Rd., Whitehouse, W.20. Hillside 5671-2.** (9287)

**1948** (May) Vauxhall 12 saloon, black with brown cloth upholstery, one owner, has been maintained in excellent condition, interior heater, three month's guarantee, £725—**Churney's Garage, Harpenden 109.** (9288)

**565** cns.—Vauxhall 12 1946 de luxe 4-door saloon, black sliding head, brown leather, heater, carefully used, excellent condition, terms, exchanges, list, open 9-7 week-days and Saturdays—**Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.** (9286)

## VAUXHALL 14

**G. P. BALHAM, Ltd., offer:**  
**250** cns.—1937 Vauxhall 14 4-door de luxe saloon, excellent condition, also 1939 touring saloon £225—**2, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9.** (9273)

**MEES & MEES, Ltd. (Est. 1893), offer:**  
**1936** grey with hide upholstery to match, coachwork, mechanical condition and tyres excellent, above average condition for year, £365—**The Broadway, Mill Hill, N.W.7. Tel. Mill 2008.** (9279)

**1948** Vauxhall 14 saloon, radio, sportlamp, de-luxe, frouser reconditioned engine; £725.  
**FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Cr. 2254.** (9282)

**VAUXHALL 14**  
**VAUXHALL 14, 1945**, 4 new tyres, offers over £325.—**Prioridge, 36, Parade, Euston Coldfield. 19162**

**1947** Vauxhall 14hp saloon, black, brown leather upholstery, 2,000 miles, in excellent condition.  
**J. DISTANCE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Fassman 5181).** (9276)

**1938** Vauxhall 14 de luxe saloon, 2 owners, 6,000 miles since major overhaul, excellent condition, guaranteed, £395.  
**G. THAMES, Kin. 2241.** (9289)

**1948** Vauxhall 14 de luxe saloon, wireless, etc., one owner, maintained by us since new; £795.  
**W. T. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241.** (9275)

**1938** Vauxhall 14 touring saloon, excellent, guaranteed, £315; payments—**Vaughan, 17, Astwood Mews, S.W.7. Tel. 7512.** (9304)

**1939** Vauxhall 14 J-type de luxe saloon, black, green leather, maintained regardless of cost, much above average, 25 to 30 m.p.g.; £450.  
**1948** brown hide, in beautiful condition, £363.  
**ROBINSON, 90-92, Upper Richmond Rd., East Putney, S.W.15. Tel. Putney 151.** (9283)

**£385**—1935 Vauxhall 14 saloon, bodywork unmarred, interior red leather, excellent condition, and three months' guarantee.  
**1948** Vauxhall 14 J-type on central garage, 14, 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. (9293)

**£285**—1948 Vauxhall 14 saloon, bodywork unmarred, interior red leather, excellent condition, and three months' guarantee.  
**1948** Vauxhall 14 J-type on central garage, 14, 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. (9293)

**1946** Vauxhall 14, black, brown leather, one owner, £205—**Hendons Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.** (9293)

**WALTER SCOTT, Ltd.—1937 (model) Vauxhall 14** touring saloon, black, 2,000 miles, in excellent condition, terms—39, College Crescent, Hampstead, N.W.3 (Isle of Dogs Tube). Pri. 5914. (1505)

**£395**—1937 14hp Vauxhall saloon, run 400 miles since new, 4-20 m.p.g. on road, 3 months' guarantee, hire purchase, exchanges.  
**L. ADAMS of Wood Green, Finchley Showrooms, 431, Finchley Rd., Finchley, N.12. Fin. 622.** (9292)

**1946** Vauxhall 14, black, brown leather, one owner, £205—**Hendons Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.** (9293)

**1937** Vauxhall 14 saloon, black with red leather upholstery, this car has just been reconditioned and is in excellent condition throughout, 1,000 miles, 4-20 m.p.g. on road, 3 months' guarantee, hire purchase, exchanges.  
**L. ADAMS of Wood Green, Finchley Showrooms, 431, Finchley Rd., Finchley, N.12. Fin. 622.** (9292)

**1948** Vauxhall 14hp saloon, excellent condition, 14,000 miles, always regularly maintained by Vauxhall agents, owner sold—**Alfred 2210—Belmont Road, Oberlin, Finchampstead, Berks. Eversley 2270.** (9291)

**1937** Vauxhall 14 saloon, black with red leather upholstery, this car has just been reconditioned and is in excellent condition throughout, 1,000 miles, 4-20 m.p.g. on road, 3 months' guarantee, hire purchase, exchanges.  
**L. ADAMS of Wood Green, Finchley Showrooms, 431, Finchley Rd., Finchley, N.12. Fin. 622.** (9292)

**295** cns.—Vauxhall 14 6 1938 2-door touring saloon, metallic, silver-grey, blue, leather, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays—**How and How, Hampstead (Hampstead Tube). Hampstead 6041.** (9286)

**£275**—Vauxhall 14 38 model, in good mechanical condition, new suspension, resprayed in metallic grey, with brown leather upholstery, good tyres, 1,000 miles, as new in every respect, £265, three months' written guarantee; also 200 guaranteed used cars of all makes—**139, Kings Rd., S.W.3. Tel. Fassman 4801-2-3.** (9281)

**NAYLOR & ROOT, Ltd.—1939 Vauxhall 14 "J" model** saloon, 4-door, excellent condition throughout, any trial, £255, 3 months' guarantee, choice of 250 quality cars; demonstrations within 100 miles; terms available—25, East Hill, S.W.18, Bant. 5272. Open 9-6 each week-day, including Saturday. (9260)

**£325**—Vauxhall 14hp 5-seater, touring sal., 1937-8, most popular model in really unique mechanical condition throughout, during the past 12 mths. extensive mechanical and chassis overhauls have been carried out, incl. engine rebore and sleeve, reground crankshaft, whole brake system, new front springs, new cables, etc., back axle overhaul, new crown wheel and pinion, new road springs, complete steering overhaul, new line pins, bushes, stub axles, etc. All bills for this work are available and this particular Vauxhall must appeal to purchaser requiring a car in excellent condition to give a really satisfactory term of excellent service.  
**CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue, hire purchase, part-exchange, free delivery, £10 flat rate tax on any car purchased from us during January.** (9257)

**VAUXHALL WYVERN & VELOX**  
**H. A. SAUNDERS, Ltd., offer:**  
**1949** Vauxhall Wyvern saloon blue with brown leather upholstery, 1939 features, 9,000 miles, £345.  
**H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner) Hillside 0024.** (9278)

**WARWICK WRIGHT, Ltd. offer:**  
**1949** Vauxhall Wyvern saloon grey, grey cloth upholstery, 9,000 miles, £365.  
**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 2701.** (9273)

**1950** Vauxhall Wyvern saloon, 5,000 miles, guaranteed as new, £250—**Edman Motor Co., Egham 131.** (9218)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL WYVERN &amp; VELOX

GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1949 Vauxhall Velox saloon, 12,000 miles. Speedwell 6011. (1949)

1949 (December) ex-government Vauxhall Wyvern 12 saloon, black, absolutely indistinguishable from new, choice of two from £590. (1949)

1949 (Nov.) Vauxhall Velox saloon, in metallic grey, fitted heater, low mileage, one owner, as new throughout, £775—Wembley Motor Cars, High Rd., Wembley, Arnold 5221-2. (1950)

1949 Vauxhall Wyvern, heater, foglamp, loose covers, floor mats, 13,000 miles, lovingly run in, £585.—Tel. Tunbridge Wells 889. (1951)

1949 Vauxhall Wyvern, black, low mileage, in new condition; £575.—Roya Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Tel. Euston 2700. (1950)

WALTER SCOTT, Ltd.—1950 Series Vauxhall Wyvern, black, leather, heater, 12,000 miles, unmarked; £515.—39, College Close, Hampstead, N.W.3 (999a Cottage Tube), Pri. 5914. (1949)

1949 Vauxhall Velox saloon, black, radio, heater, 7,000 miles, condition as new; trade enquiries welcomed.—H. C. Paul, Ltd., 12, Bruton Place, Berkeley Square, W.1. Mayfair 0521/2. (1950)

1949 (April) Vauxhall Wyvern saloon, grey and chrome, grey interior, very low mileage, quite immaculate, written guarantee, terms, exchange.—H. F. Edwards, 154, Qd. Titchfield St., W.1. Langham 1012. (1950)

1950 (January) Wyvern, black with brown hide upholstery, 10,000 miles, owner-driven, garage-maintained, perfect condition, many extras, taxed for year, £1,000, or offer.—Riverside Nursery, Epsom, Surrey. (1950)

## VAUXHALL 25

LIMOUSINE 1938 25hp, partitioned, widest occasion, leather upholstery, black, nice order, ready to go. £545. (1950)

A LIFE & SAVINGS (100) Limousines, Lists posted. Providence Court, Grosvenor Square, Mayfair. (1950)

## VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalla. (1950)

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at 4-6, Berkeley Sq., W.1. Grosvenor 4326. (1951)

DICKS CAR SALES offer— (1951)

1947 (reg'd.) Vauxhall 14 saloon, carefully used; £450. (1951)

1938 Vauxhall 14 saloon, very nice order; £375.—Belton. (1951)

1937 Vauxhall 14 saloon, one careful owner; £325. (1951)

1939 Vauxhall 25hp saloon, special model, hydraulic drive, clutchless, ideal for disabled man, £450. (1951)

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6936-9. (1952)

1921 Vauxhall type B unfinished body, towable, extra; £120, offers.—Box 8876. (1950)

GORDON CARS (LONDON), Ltd., 1948 Vauxhall 14 saloon, black, one owner, moderate mileage, below. (1950)

GORDON CARS (LONDON), Ltd., 1949 Vauxhall 14 saloon, 12,000 miles, black, one owner. (1950)

GORDON CARS (LONDON), Ltd., 1947 Vauxhall 14hp saloon, choice of two, excellent condition.—Gordon House, 273, Euston Rd., N.W.1. Euston 6611. (1950)

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2, Paddington 0022 (12 lines), Vauxhall main dealers. (1950)

1946 Vauxhall 15, bodywork in good condition, brown leather upholstery, mechanically sound. (1950)

1948 Wyvern, 12,000 miles, black, exceptional condition, Vigne low mileage, condition as new, choice of two. (1950)

1949 Vauxhall 10 saloon, black, body condition good, mechanically sound. (1950)

1939 Vauxhall 14 type, mechanically sound. (1950)

1946 Vauxhall 14 type, mechanically sound. (1950)

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. (1950)

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. 02 bridge 157, Grosvenor 2 of Cbridge. (1950)

GRHAM BROTHERS (MOTORS), Ltd., main dealers, 17-15, Peter St., Manchester, 2 (Bla. 9667), always have a fine selection of Vauxhall models carrying the full warranty; your inspection invited. (1950)

## Vauxhall Cars Wanted

C THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150 Park Lane, W.1. Grosvenor 5434. (1951)

SHAW & KILBURN, Ltd., Vauxhall main dealers. (1951)

WILL purchase modern Vauxhall cars. (1951)

4/6 Berkeley Square, W.1 Grosvenor 4328. (1951)

ROWLAND SMITH'S the Vauxhall buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1950)

ATE model Wyvern or Velox wanted.—Brown & McMillan, Ltd. Blackpool, Tel. 2332. (1950)

REQUIRE post-war Vauxhall urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). (1950)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase a. models Vauxhall Wembley 3303. (1950)

## Vauxhall Cars Wanted

1950 Velox or Wyvern under 10,000 miles.—Write Angler, 24, Lyndhurst Rd., London, N.W.3. (1950)

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tel. 3568. (1950)

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, no distance no object.—Hastons, Lord St. Southampton, Tel. 2263. (1950)

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 1118, Earl's Court Rd., E.W.5. Pro. 0065. (1949)

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or phone Paddington 0022. (1950)

## Vauxhall Spares and Service

C.A.C. CROYDON AUTOMOBILE COMPANY, Ltd. (1950)

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall electrical components, Grams, starters, distributors etc. exchanged at 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at— (1950)

BEDFORD House 369, London Rd., Croydon, Tel. Thornton Heath 3276 (14 lines). (1950)

BROADWAY MOTOR CO. (1950)

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc. (1950)

GARBOCKE differential units, front suspension units, engines, large stocks of Vauxhall spares. (1950)

BROADWAY MOTOR CO., 8-13, Russell Rd., Wimblesbury, 8 W.19 Liberty, 204/5-6, Stores, Liberty 6568, Grams Autospare, Wimblesbury, London. (1950)

EGHAM MOTOR CO. for Vauxhall cars, spares and service.—Egham By-Post, Egham 131. (1950)

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks & 6, Frederick Place, Brighton, Brighton 2147. (1950)

J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137, 149, Widmore Rd., Bromley, Kent. Rav. 3456/7-8-9. (1950)

CAKMO fully remanufactured and guaranteed Vauxhall engines; from £50; 1 day fitting; ring P.R.I. Ltd. for details.—Carmo Vauxhall Centre, St. John's Wood Roundabout, London, N.W.8. (1950)

REPAIRS! Recondition, exchange, suspension (complete) pair 10, 12, J. £15, DX £17.10, 25hp, £25; Bedford, reconditioned gear boxes, shock absorbers.—Pri. 2647, 10, Winchester Mews, N.W.3. (1950)

## VETERAN CARS

WELHAM veteran car specialists, Burlington Hill Rd., Burslem, Edinboro 1973, buy and sell. (1950)

## VOLKSWAGEN

COLORNE GARAGE, Ltd., Ripley, Surrey, Tel. service and spares for Great Britain. Sales (1950)

## Volkswagen Spares and Service

NEW engines and other spares.—55, Netherwood St. N.W.6. Mai. 1331. (1950)

## WOLSELEY

E JUSTICE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest selection of Wolseley cars, when selling used cars. (1950)

1947 Wolseley 12hp saloon, black/brown leather upholstery, 19,000 miles, one owner. (1950)

1946 Wolseley 12hp saloon, black/brown leather upholstery, 25,000 miles, carefully used. (1950)

1946 Wolseley 14hp saloon, black, brown leather upholstery, one owner, in excellent condition. (1950)

A L60 other post-war Wolseley models available. (1950)

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification. (1950)

JUSTICE WATKINS, Ltd., 12, Berkeley St., W.1 (N. 1011), and 12, Chelsea Manor St., S.W.3 (Fitzmaur 8181). (1950)

BOON & PORTER, Ltd. (1950)

1946 12hp, 20,000 miles, radio, exceptional condition; £625. (1950)

CASTLEMAN, S.W.13 (by Hammersmith Bridge). (1950)

BROWN'S for Wolseleys. (1950)

1939 Wolseley 14hp saloon de luxe, reconditioned Ford Lane, Wembley, Arnold 5004. (1950)

1947—Brunn's Garage, Loughborough (Essex) 4119 (Tube). (1951)

TOM GARNER, Ltd., offer— (1951)

1949 Wolseley 6-80 saloon, black with brown leather, 6,000 miles. (1951)

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (1951)

H W MOTORS, Ltd. offer— (1951)

1947 12hp saloon in superb order, black/brown leather, one owner, paintwork and interior unmarked, engine covers taxed; £575. (1951)

1947 Wolseley 10 saloon, black with brown leather upholstery, 19,000 miles. £755. (1951)

H A SAUNDERS, Ltd., Astyn House, High Rd., North Finchley, 1100 rds south of Tolly Rd. (1951)

## WOLSELEY

CLANFIELD LAWRENCE offer— (1951)

1939 Wolseley 14, reconditioned throughout; £350.—407, High Rd., N.12. Finchley 0919 (1951)

WARWICK WRIGHT, Ltd., offer— (1951)

1949 Wolseley 4/50 saloon, maroon, beige leather, heater, 6,000 miles; £1,225. (1951)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1951)

1939 Wolseley 12 saloon, black, excellent condition throughout; £485. (1951)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2334. (1951)

1946 Wolseley 10, black with brown leather, small mileage, beautiful condition; £775. (1951)

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (1950)

1937 Wolseley 14/56 saloon de Ville saloon, green and black, excellent order throughout; £350. (1951)

ROBINSON, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 684. (1951)

1935 Wolseley 21hp, good condition; £150, or near offer.—Britannia Rd., Chesham, Bucks. (1951)

GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green; 1936 Wolseley 12 saloon, black.—Speedwell 6011. (1951)

1949 (November) Wolseley 6/80 saloon, black, 9,000 m.es, fitted heater, choice of two; £1,150. (1951)

1949 (November) Wolseley 6/80 saloon, maroon, 9,000 miles, as new; £1,225.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1365. (1951)

BEARTS of Kingston, Wolseley distributors.—Spares and repairs—100, London Rd., Kingston Tel. 3548. (1951)

£750.—1946 12hp Wolseley saloon, black with brown leather, excellent condition; (Mackay Hill), Ltd., Woking 1328. (1951)

1939 Wolseley 18 saloon, moderate mileage, one owner, fitted with radio, in excellent order throughout; new tyres, £375. (1951)

FRANK & WAGSTAFF, Ltd., 5-5, Crouch End Hill, N.8. Mountview 4401. (1950)

BRUTONS offer Wolseley 18 1937 saloon, black, one owner, 52,000 miles guaranteed, recent rebody, original papers under cover as of v. £395. (1951)

14 1928, 12hp, Western Gate S.W.7. Western 1024. (1949)

1937 Wolseley 25hp drop head coupé, 47,000 miles, black-blue, ex. cond.—L. F. Dove, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5535. (1950)

1938 Wolseley 18 saloon de Ville, really excellent order throughout; £495.—Chain Garage, Ltd., Hauser Lane, Westbury Ave., W.3. revivale 4444-5. (1950)

GORDON CARS (LONDON), Ltd., 1946 Wolseley 18 saloon, green, excellent order throughout.—Gordon House, 572, Euston Rd., N.W.1. Euston 6611. (1950)

1947 Wolseley 18 saloon de luxe, black, 22,000 miles, one owner; £1,100.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 5066. (1950)

175 gns.—Wolseley 9 1934 de luxe 4-door saloon, black and red, sliding head, brown leather, very good condition, terms, exchange.—Rowland Smith, Belton. (1950)

850 gns.—Wolseley 18, April, 1947, de luxe 4-door 12hp saloon, black, sliding head, brown leather, good tyres, one careful owner, exceptional condition; terms, exchange; int. open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1949)

1947 Wolseley 10, black/brown leather, 22,000 miles, a perfect car; £350.—L. F. Dove, Ltd., The Mid-Surrey Car Centre, Guildford Rd., Woking 1282. (1950)

1947 Wolseley 14 saloon, black, brown leather, 18hp, sun roof, moderate mileage, one owner.—Ripley, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2652-4. (1950)

1938 Wolseley 14/56 saloon, black, with black leather, bodywork almost unmarked; £395.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3306. (1949)

WOLSELEY 14hp saloon, finished dark blue and black, engine reconditioned, an immaculate 1937 car in 1947 condition; £445.—Reeves Motors Grand Parade, Ford Lane, Wembley, Arnold 5004. (1949)

CEDARS GARAGE—All our used cars are carefully selected, tested and overhauled on our workshops before being offered for sale with a 3 months' written guarantee and 2 free after-sale services. (1950)

WOLSELEY 14 saloon, 1939, one owner, beautiful condition; £395. (1950)

CEDARS GARAGE, Lee Terrace, Lewisham, Lee Green 2520. (1949)

WOLSELEY 21hp limousine, 1935 model, partition occasional, dark blue, 38,500 miles since new, one owner, chauffeur driven, exceptional condition, taxed; £425.—Flack Bros., Kippington, Tel. 2291. (1951)

WOLSELEY 14 1939 (July) saloon, one owner, as new; £585 another 14 saloon, immaculate condition throughout, £195, 3 months' written guarantee.—Value Cars, Ltd., 365, Upper Richmond Rd., East Sheen, W.14. (1950)

1950 model W.450 saloon, delivered December, radio and heater, almost unmarked inside and out; low mileage; accept £1,145.—Jack Rose, Ltd., 21, St. Andrew's, Wallington, Surrey, Wallington 6640. (1950)



## USE CAR FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

**1949** Wolseley 4/50 saloon, maroon, leather upholstery, H.M.V. radio, heater, low mileage, written guarantee. £1,100. Mr. Morris & Co., 201, Edgware Rd., London, W.2. Tel. Rd. 5075-6. (17350)

**WOLSELEY** 12hp saloon, first registered November, 1946, 37,800 miles, owner driver throughout, recently overhauled, in perfect order including tyres, £700, can be seen in Oxford—Apolo Holland-Hibbert, Bicester, Oxford. Tel. Station St. John 2. (1749)

**IMCUSHING** 1937 1050, partition, widest occasional, leather, magnificent condition, carriage, selection from £785. Seen—

**LIFE & SAUNDERS** (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair-2941. (1910)

Wolseley 4/50 Cars Wanted

**C** THE CAR MART, Ltd. wish to purchase Wolseley Four-Fifty cars—350, Buxton Rd., N.W.1. Eus. 1212.

Wolseley 6/50 Cars Wanted

**C** THE CAR MART, Ltd. wish to purchase Wolseley Six-Eighty cars—150 Park Lane, W.1. Oro. 3434.

Wolseley Cars Wanted

**R** ROWLAND SMITH'S the Wolseley buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.

**E** MUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

**W** MUSTACE WATKINS, Ltd., 12 Berkeley St., W.1 (Mayfair 5951), and 12 Chelsea Manor St., S.W.3 (Finsbury 8181). (15843)

**W** WEYBRIGHT AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley. Tel. Weybridge 233. (16540)

**C** ASH BROS. of low-mileage Wolseley No. 12/48, 14/40, 4/50, distance no object—Hastons, Lord St., Southampton. Tel. 2268. (10036)

**B** LAKES, Wolseley distributors will purchase any non-Coverman Wolseley car—110, Bond St., Liverpool 1, Tel. Royal 6628. (17179)

**1938** saloon 21hp wanted, sound mechanically, reasonable cost. Letters—Thomas, 26 Sunny Hill, Hendon, N.W.4. (17251)

**J** JACK ROSE, Ltd., require low-mileage post and driver Wolseley cars—Staford Rd., Wallington, Surrey. Wallington 6677-8. (19269)

**7-SEATER** Limousine 25hp Series Three. Details please—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (17250)

**A** APPROACH us first before disposing of your Wolseley car—Tantard & Smith, Ltd., 194-198, Kings Rd. S.W.3. Finsbury 4801-2-3. (10034)

**1939** Wolseley 25hp series 3 seven-seater limousine—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. (1516)

**Wolseley Spares and Service**—Wolseley supply and repair—Barnard Motors Ltd. 242-246, High St. Barnet 5240. (10707)

**F** OR Wolseley mudguards running boards 1935-46—Brooks & Co., 6 Frederick Place, Brighton. Brighton 51147. (10356)

**R** HARDY & SON, 55, Marylebone High St., W.1, Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolseley series models. (10517)

**E** MUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Finsbury 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. (1677)

**B** ROCKHURST GARAGE—Harrow agents for Wolseley sales, service, spares, reconditioned units—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grims. 4561. (10204)

**WOLSELEY** 25hp Phase II and III spares; we can supply any new spare parts you may wish including complete units, and at normal prices—Nethergate Garage, Ltd., 154, Nethergate, Dundee, Scotland. Tel. Dundee 2564. (17781)

## MISCELLANEOUS CARS

**RAYMOND WAY**, of Kilburn.

**RAYMOND WAY**, the hire-purchase specialists! 5% discount for cash customers.

**200** cars under £400, drive away immediately on any amount—on-the-spot-hire purchase system; no fuss, no formality, no restriction, every car plainly marked with price and year; top price in part exchange for good vans and motor cycles.

**RAYMOND WAY**, Canterbury Rd., Kilburn (150 yds. N. Kilburn Park Station, Bakerloo Line), Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days). (19429)

**KING'S AUTOS**, King's Autos, King's Autos.

**ENGLAND'S** easiest hire purchase terms.

**LOW** deposits, drive away same day.

**EVERY** car guaranteed for 5 months.

**STOCK** No. 51/26—1937 Humber 15hp 4-door de luxe sedan Continental saloon; this beautiful car is finished in dual beige and fawn with red leather upholstery, many expensive extras, including De Normanville gear box with steering column control, in really immaculate condition. Fitted with Ace discs and 5 brand new tyres.

**STOCK** No. 51/27—1938 Ford 8 saloon, completely reconditioned throughout, reupholstered in red with new head lining and carpets, repainted black, with 5 almost new tyres, £350, or £110 deposit.

**STOCK** No. 51/28—1936 Vauxhall 12 4-door de luxe saloon; this car is in really immaculate condition and has just been overhauled at a cost of £120, for which bills can be shown, sprayed black and has blue leather upholstery, 5 sea by new tyres, £350, or £120 deposit.

**STOCK** No. 51/30—1938/39 Vauxhall 10 4-door de luxe saloon; this car is in really immaculate condition, having been insured in dual beige and brown, reupholstered throughout, new tyres, £410, or £135 deposit.

**STOCK** No. 51/31—1938 Vauxhall 14 4-door de luxe saloon, fitted Philco radio and many expensive extras, reconditioned engine, repainted black with leather upholstery, interior and in performance fully equal to new, £450, or £150 deposit.

**W**ILL, you please note that any of the above cars can be demonstrated to you at your own home if you are living within 30 miles of Iford.

**P**LEASE telephone your enquiry.

**A**NY car, motor cycle or van taken in part exchange.

**KING'S AUTOS**, King's Autos, King's Autos.

**725**—727, High Rd. Seven Kings Essex. Tel. Seven Kings 3536 and 3537.

**O**PEN week-days 9 a.m. to 7 p.m. (17593)

**R**OBINSON, 98, Upper Richmond Rd., Putney, sell good cars; send for list, established 28 years. (10536)

## Miscellaneous Cars Wanted

**R** ROWLAND SMITH'S the car buyers—Hampstead (Hampstead Tube). Open 9-7 week-days Saturdays. Hampstead 6041 (10 lines). (10996)

**M**ARBLE ARCH MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

**108** St. Watford, Herts. Tel. Watford 4491. (10185)

**U**P to £400 for diesel-engined car in good condition. Box 8001. (15764)

**G**ENTLEMAN requires a small horse-power car. Tel. Seven Kings 4492. (10194)

**E**AST SHEEN—Cresswell's Garage urgently wish to buy all makes of pre-war cars—Pro. 2612. (10375)

**W**ANTED Austin 16 and Morris 10s—Bowen, Hillside Garage, Edgware. Tel. Edgware 4484-5. (17794)

**P**RIDE & CLARKE, Ltd., offer immediate cash payment for any make or model, valuation by return—Stockwell Rd., S.W.9. Bri. 6251. (10734)

## Miscellaneous Cars wanted

**W**E are desirous of purchasing any type of motor car, cash waiting—Covley Motors, 473, Cranbrook Rd., Uxbridge & Epsom. Tel. Valentine 1066. (10190)

**RAYMOND WAY**, the hire-purchase specialists are still buying cars of all types, and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (10967)

**D**ON'T let that car stand idle! We will purchase for cash any make of motor car regardless of condition, for the best quotation ring Covley Motors, Valentine 1066, 473, Cranbrook Rd., Uxbridge, Essex, 5 minutes from Quaint Hill Central Station. (10194)

**NAYLOR & ROOT, Ltd.** are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley—25, East Hill, Clapham Junction, S.W.14. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. (10967)

**G**RENDINE low mileage cars wanted urgently, hire purchase, insurance and H.P. accounts settled; always a large selection of second-hand cars available at Kiner's Motors, of 1, High St., Hounslow 5532. Pay us a visit. You won't be worried or pressed to buy. (16530)

**1938** Austin ambulance guaranteed, £225, immediate delivery—209, Northolt Rd., S. Harrow. (17507)

**A**MBULANCES, new and used, latest civilian models, large selection—Lawton Goodman (Ambulance makers), 133, Crickwood Broadway, N.W.2. Gladstone 2226. (15643)

**MOTOR COACHES**

**1939** Bedford 26-seater luxury coach, mechanically perfect, good tyres, sound bodywork and upholstery of Finsbury Park Station. (10958)

**W**ALTON-ON-THAMES MOTOR CO., Ltd., Walton 200. (10958)

**R**OSE & YOUNG, Ltd., offer 1937 Dennis coach, 40-seater, forward drive, and roof rack, rear view mirror—225—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill station). Tulse Hill 6641. (1371)

**MOTOR HEARSES**

**A**LPE & SAUNDERS offer Britain's highest quality hearses, lavishly equipped exclusive detailing—Certified mechanically—Inspection invited. Below

**A**USTIN Sherwin, HUMMEL Phase II equipped 1951 A streamlined Bearer or Deck Coachwork (lavishly equipped).

**1951** AUSTIN Sixteen 4-bearer 7ft 6in Deck Hearse, lavishly equipped, economical reasonable cost.

**S**ILVER Wraith unregistered Deck Hearse (1951 De Luxe Coachwork), exclusive equipment. Immediate delivery. Also

**P**OLLS-ROYCE 1937 50hp and modern Phantom II also Phantom III, fitted 1951 latest streamlined Dolphin Coachwork, exclusive design. Seen—

**A**LPE & SAUNDERS (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair-2941. (10199)

**T**HE best hearse in the country is built by Woodall & Nicholson, Ltd., Well Lane, Halifax. Second-hand usually in stock. Est. 1846. Tel. 4231. (1961)

**A**USTIN 20 bearer type hearse, fitted extremely nice late type body, wheel disc, good tyres, best offer accepted—Shipman & Austin, Shipman & Austin, Grove 2832. (19117)

**A**RTHUR MULLINER, Ltd., invite enquiries for the A de luxe hearse bodies they are building on the Hummer Pullman and Austin Sherwin limousine chassis, deck, bearer or pedestal type supplied

**B**RIDGE St., Northampton Tel. 307. (17627)

**MOTOR CYCLES FOR SALE**

**RAYMOND WAY**.

**A** 100 new motor cycles all makes in stock for immediate delivery, also a selection of second-hand bikes and combinations; cars taken in exchange—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6. Maida Vale 6044 (10 lines). (10530)

**S**A COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase, everything for the Motor Cycle—364-366, High Road, Leyton, E.10. (10341)

**M**OBILE CANTEENS, KITCHENS, ETC.

**M**OBILE shops, kiosks, offices, canteens, lull and chip ice-cream, snack bars, etc., vehicles and trailers, delivery from stock, hire purchase, lists and quotations on application—Crickwood Broadway N.W.2. Gladstone 2226. (15643)

## COMMERCIAL VEHICLES

**L**AMBS for vans.

**I**CE cream, canteens or gown vans.

**F**ORD canteen van fully equipped, tank, sinks, etc. £175.

**F**ORD gown car. £225.

**M**ORRIS gown van. £225.

**F**ORD 10cwt canteen or ice cream. £225.

**1938** Morris 5cwt van, excellent; £175.

**F**ORD 25cwt. 1940; £185.

**1949** (registered) Hillman 10hp gown van, just like new £495.

**T**ERMS and exchanges: 3 months' guarantee.

**L**AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6201. (19559)

**J**ACQUIER, Ltd., offer:—

**B**REAKDOWN, twin booms, power operated equipment, side jacks, etc., fitted on 5-ton Ford chassis, reconditioned engine. £365.

**D**ODGE Luton van, 9,000 miles, approx. 800 cu. ft., exceptional and excellent condition throughout. £475.

**D**ODGE ex-W.D. 5-ton l.h.d. truck, fitted twin rear, exceptional condition, £225. Another, right-hand drive dropside truck, low mileage, single rear, £250. —225-7, Hammersmith Rd., W.6. Riverside 6677-8. (17650)

**M**ONTROE MOTORS offer:—

**1939** Morris 25cwt van, body rough; £65—Montroe Motors (N. H. Bowell), 91-7, Epping New Rd., Buckhurst Hill, Essex, Bus. 1171-2. (16536)

**D** J. SHEPHERD & Co. (ENFIELD), Ltd.

**1946** (September) Morris 25/30cwt van, small mileage, excellent condition throughout, one owner since new. £365.

**1950** Reliant 3-wheeler van, mileage 500, colour blue, body in black. £240—D. J. Shepherds & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Herts. 1631. (47713)

**NEWNHAMS, Ltd.**

**1949** Jowett Bradford van, 6,000 miles, spare un-used, blue, unregistered, extra seat. £450.

**N**EWNHAMS House, Hammersmith Rd., N. London, W.6. Riverside 4646. (10396)

**P**ALMER MOTORS, Ltd., offer:—

**A** LIMITED number of unregistered Bedfords for immediate delivery.

**B**EDFORD 30-cwt vans (2 sizes).

**T**HE above vehicles are rebuilt, fitted with new coach-built bodies, and are indistinguishable from new carrying a 6 months' warranty, exchange and deferred terms—55, York St. Tottenham, Tel. Tottenham 1890 and 7087. (17570)

**W**ANSTEAD MOTORS, Ltd., offer:—

**1950** 10-12cwt Bedford van, 5,000 miles. £695.

**W**ANSTEAD MOTORS, Ltd., Cambridge Park F. 11, Wanstead 1000. (16978)

**1940** Austin 10cwt van in primer, £245.

**D**OME GARAGES, Great West Rd., Brentford, Ealing 2271. (16761)





## NEW CARS FOR SALE

**HATTON MOTORS, A.C.**—Orders accepted for delivery in strict rotation.—71, Broad St., Birmingham. (10557)

**ALLARD**  
**ARTHUR E. GOULD, Ltd.**—220-232, Regent St., W.1. LANCASHIRE 1594-S.

**ALM** distributors for all Allard models.  
PHONE or write for details or demonstration. (10480)

**FULL** particulars of all Allard models can be obtained from Allard Motor Co., Ltd., 24-26, Clapham High St., London, S.W.4. Tel. Macaulay 5201. (10503)

**LONDON. ALVIS**

**AL** particulars of Alvis are available at 103, New Bond St., W.1. Mayfair 8351. (10350)

**SCOTLAND.**

**ALVIS** sales, spares and service.

**JAMES H. GALT, Ltd.**, The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 1598. (10751)

**CHARLES POLLETT, Ltd.**—Alvis repair specialists.

**OFFICIAL** Alvis spare parts stockists.

**TRADE** supplied.

**SERVICE**—113, Wellesley Ave., W.6. Riv. 1413. (10507)

**MANCHESTER**—Alvis main agents; sales and service.

**A. Freeman, Ltd.**, Grosvenor Garage, Burnley Lane, Mtr. 19. Riv. 2674-S. (10525)

**LANCASHIRE** and Cheshire sales service and spares specialists—(Manchester and Bolton).

**Ltd.**, Bradshawgate, Bolton, Tel. 4080 and 176, Deansgate, Manchester, Tel. Deansgate 4507. (10589)

**ARMITRADING SIDDLEY**

**HENLYS, Ltd.**, 1-5, Peter St., Manchester—Armstrong Siddleys distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7843. (10503)

**PASS & JOYCE, Ltd.**, London and district distributors.

**P** for the new post-war Armstrong Siddleys car—184-188, Great Portland St., London, W.1. Museum 1001. (10711)

**AUSTON MARTIN**

**PIPPBROOK GARAGE**—We are officially appointed agents for Leander and Aston Martin cars—London Rd., Dorking 5991. (10139)

**HAROLD RADFORD & Co., Ltd.**, officially appointed Aston Martin retailers.—Sales and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (10520)

**AUSTIN**

**THE CAR MART, Ltd.**, London Austin Distributors, accept orders for delivery in rotation.—237, Euston Rd., N.W.1, Euston 1212. (10551)

**BREW BROTHERS, Ltd.**, agents for Austin cars, sales and service.—135, Old Brompton Rd., S.W.7. Kensington 2468. (10710)

**L. P. DOVE, Ltd.**, main dealers Austin; see the new Rover line below 111-115, Addcombe Rd., Croydon. Addcombe 3066. (10525)

**THE CAR MART, Ltd.**

**OFFICIAL** retailers, will be pleased to accept orders for future delivery.

**BENTLEY** Mark VI 4½-litre 4-door lightweight all-metal streamlined coachwork by H. J. Mulliner & Co., Ltd. Radiomobile car radio and heater, spring balanced boot lid affording extra luggage accommodation, bonnet locks and petrol filler locks, finished to choice. (10722)

**BENTLEY** Mark VI specially designed razor-edged sports saloon, coachwork by H. J. Mulliner & Co., Ltd., finished to choice.

**BENTLEY** Mark VI 4½-litre special drop head coupe, coachwork by H. J. Mulliner & Co., Ltd., finished to choice.

**THE CAR MART, Ltd.**, 150, Park Lane, W.1. Grosvenor 3434. (10722)

**DAVID ROSEFIELD, Ltd.**

**OFFICIAL** Bentley and Rolls-Royce retailers.

**SHOWROOMS:** 76, Deansgate, Manchester. Telephone Blackfriars 4942.

**SERVICE** station: Cheetham Hill Rd.

**MANCHESTER:** 8 Tel. Blackfriars 2302

**ROSE** Ltd. Furthampton. (10590)

**OFFICIAL** Bentley retailers.

**SHOWROOMS** and service.

**MAREPAIR, Northampton** Tel. 4540. (10509)

**H. A. FOX & Co., Ltd.**, officially appointed Rolls-Royce and Bentley retailers and repairers, 2-5, Burlington Gardens, London, W.1. Tel. Regent 767. (10444)

**JACK OLDING** of Mayfair, the official retailers will be pleased to quote delivery of new and used Bentley and Rolls-Royce cars on application.—Audley House, North Audley St., W.1. Mayfair 5242. (10517)

**RIPPOON BROS., Ltd.**, the largest Bentley and Rolls-Royce distributors offer early delivery of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork. Rolls-Royce specialists since 1905.—Rippon Bros. Ltd., Huddersfield 6340. (10549)

**BRISTOL**

**UNIVERSITY MOTORS, Ltd.**, Joint Distributors, London, Home and Eastern Counties, also Berks, Beds and Bucks.

**UNIVERSITY MOTORS, Ltd.**, Stratton House, 80, Piccadilly, W.1. Gro. 4141.

**SCOTLAND**—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 1598.

## BRISTOL

**A.F.N. Ltd.**  
**JOINT** distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.

**FALCON Works, London Rd.**, Isleworth. Hounslow 1011. (10477)

**F. EVILL, DAVIES & MARCH, Ltd.**

**OFFICIAL** Bristol retailers.

**41—62 Hay's Mews, Berkeley Sq., W.1. Gros. 2565** 10295

**ANTHONY CROOK—Bristol**, all models, including A type 401 4-5-seater on view; also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.—Town End, Casterham Hill, Surrey. Tel. 2232. (10354)

**BUICK**—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (10398)

**CADILLAC**—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. (10326)

**CHEVROLET**

**DISTRIBUTORS** for London and Home Counties require good Chevrolet cars.—Bristol & Cornwall Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3548. (10075)

**C. O. NORMAN & CO.**

**CITROEN** sole distributors for the County of London

**STROVER** spares and service. 50 Vauxhall Bridge Rd., S.W.1. Victoria 2211. (10637)

**SHRIMPTON'S MOTORS, Ltd.**, London distributors. Head office and showrooms, 152, Sloane St., S.W.1. Sloane 2556. (10637)

**S. PAXMAN & Service: 77a, Kings Rd., Chelsea, S.W.3. S. Paxman 4607. (10727)**

**CAR MART, Ltd.**

**OFFICIAL** agents, will be pleased to accept orders for future delivery.

**DAIMLER 2½-litre** Empress saloon on special spares chassis with coachwork by Hooper & Co., Ltd., Finchley, N.4. (10623)

**CAR MART, Ltd.**, 520, Euston Rd., N.W.1. Euston 1212. (10623)

**DELAGE**

**SELBORNE (MAYFAIR), Ltd.** (Incorporating Selborne Motors, Ltd., established 1926).

**SOLE** concessionaires for the famous Delahaye cars.

**U.S.A. and other overseas enquiries invited.**

**HEAD office:** Regional House, 52, Park St., W.1. (10662)

**DELAHAYE**

**SELBORNE (MAYFAIR), Ltd.** (Incorporating Selborne Motors, Ltd., established 1926).

**SOLE** concessionaires for the famous Delahaye cars.

**U.S.A. and other overseas enquiries invited.**

**HEAD office:** Regional House, 52, Park St., W.1. (10662)

**DELOW**

**COME and inspect the new Delow sports 2-seater** at Garsington Motors, Ltd., 1, Haphate Village, Leighton, Cam. Mou. 4442. (8161)

**GORDON GARDNER (DOLWICH), Ltd.**, Delow distributors for London and South-Eastern Counties, sales, service and spares.—35-35 East Dulwich Rd., London, S.E.22. New Cross 2456. (10610)

**FORD**

**ARTHUR E. GOULD, Ltd.**, main Ford dealers, sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Poord Rd., Folkestone. Folkestone 5122 (4 lines). (10398)

**REQUESTS** for literature and information in respect of the Frater Nash, Le Mans Replica, Ford Roadster four-seater cabriolet and Miller Mialla models should be addressed to A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Hounslow 9011. (10478)

**HEALEY**

**SALES** saloon and drop head coupe models for early delivery from Northampton Motor Services, Ltd., Northampton. Tel. 2862. (10065)

**HILLMAN**

**BARNET** area.—Hillman main dealers.—Hadley Green Garage, Ltd., 202-204, High St., Barnet 5582. (10411)

**H.R.O.**

**HAROLD RADFORD & Co., Ltd.**, sole distributors for London and Home Counties.—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (10509)

**JAGUAR**

**HENLYS, Ltd.**

**ENGLAND'S** largest Jaguar distributors

**REYNOLDS** House, 505 Piccadilly W.1. (Grosvenor 2277).

**REYNOLDS** House, 505 Euston Rd., N.W.1. (Euston 4444).

**MANCHESTER:** 1-5, Peter St. Blackfriars 7843.

**WEMBLEY COURT MOTORS.**

**JAGUAR** sales, order your new Jaguar from the main

**WEMBLEY COURT MOTORS, High Rd., Wembley, Tel. Arsenal 5251. (10718)**

**GOMBS & SONS (GUILDFORD), Ltd.** for Jaguar sales and service.

**SALES** agents for South-West Surrey.—St. Catherine's Garage, Guildford GU20 97-S. (10444)

**ANCASIRE** specialised sales, repair and spare parts service, large stocks available.—Parkers Ltd., Bradshawgate, Bolton. Tel. 4093. Deansgate Manchester 1001. (10501)

## JOWETT

**H. M. BENTLEY & PARTNERS.**  
**JAVELIN, Jupiter and Bradford** main agents.

**SPECIALISED** sales service and spares available—Sackville House, 30, Piccadilly, W.1. Regent 0640. (10758)

**NEWHAMS, Ltd.**

**JAVELIN and Bradford** main agents, sales and service specialists.—Newham House, 235-9, Hammermith Rd., W.6. Riv. 4646. (10308)

**JOWETT** Sales and Service.

**CLARKES** of PIRNIGHT, automobile engineers—Pirnigh, Surrey. Tel. Reigate 2201-2-3. (10279)

**HAROLD RADFORD & Co., Ltd.**

**JAVELIN and Bradford** main agents.

**SALES & Service**

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

**COME** to the specialists for anything Jowett.

**ODEON MOTORS, Ltd.**, Barnet, Herts. Tel. Barnet 4100. (10561)

**J. and Bradford** vases.—Carr Bros., High St., Purley, Unlams 4812. (10275)

**INGSTON-ON-THAMES** main agents for Jowett Kavelin and Bradford vases.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. (10960)

**JOWETT** main agents for Jowett Kavelin and Bradford vases.—Saxon Jefferys, Ltd., 52, Wilmslow Rd., Didsbury, Manchester, 20. Tel. 4246-5540. Spares in stock. (10422)

**WIMBORNE & Co., Ltd.**, Headford Place, S.W.1 offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0151. Sale, Abbey 6096. (10167)

**JOWETT** Javelin and Bradford commercial vehicles.—Full stock of spares—factory-trained personnel.—Eastern Motor Co., Ltd., 52, George St., Edinburgh 2. (10960)

**RED CIRCLE, Ltd.**—Main agents for Jowett Kavelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 7533. (10504)

**KAISER FRAZER**

**KAISER FRAZER** concessionaires for Great Britain, sales and service, applications invited from Corps Diplomats and American service personnel for approval of Kaiser automobiles including new Henry J. models imported from U.S.A.—Steele Griffiths, Ltd., Cambridge Green, London, S.E.5. Rodney 2201. (10309)

**LAGONDA**

**HAROLD RADFORD & Co., Ltd.**

**OFFICIALLY** appointed Lagonda retailers.

**SALES** and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (10263)

**LEA-FRANCIS**

**CARDIFF, Glamorgan**, Northmouthshire distributors for Lea-Francis cars.—Enquiries: Tel. Cardiff, 5751. (10551)

**CLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Tel. 5751. (10551)**

**WEST** Yorkshire distributors of Lea-Francis cars.—Marshall (Hallifax), Ltd., Kings Cross Rd., Halifax, Tel. 5034. (10551)

**J. C. ALEXANDER, Ltd.**, main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester, Tel. Deansgate 4798. (10043)

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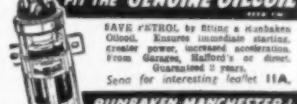
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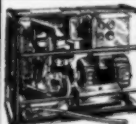
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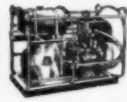
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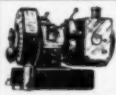
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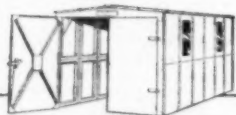
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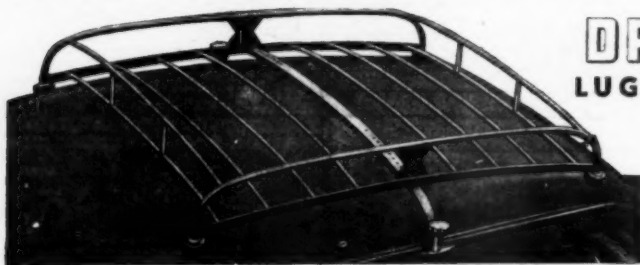
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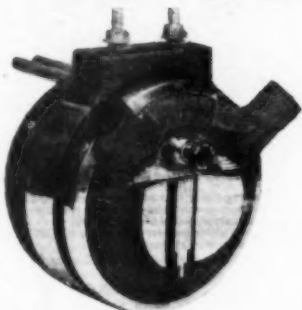
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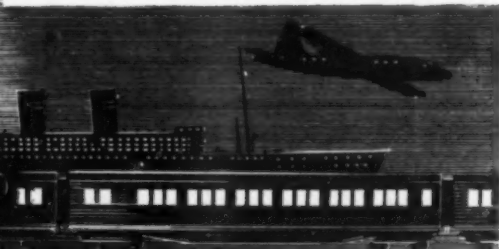
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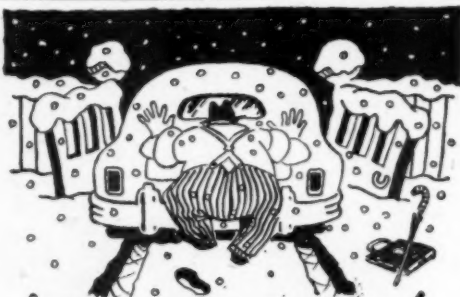
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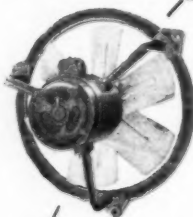
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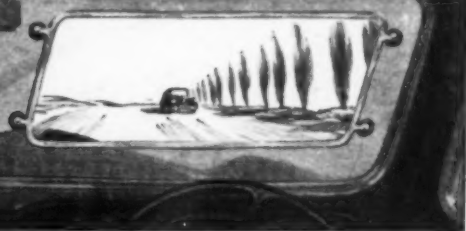
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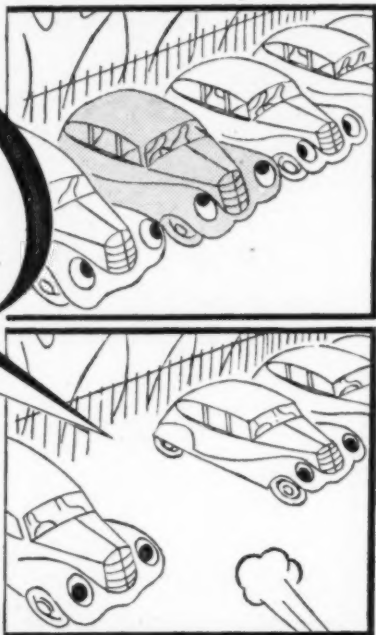
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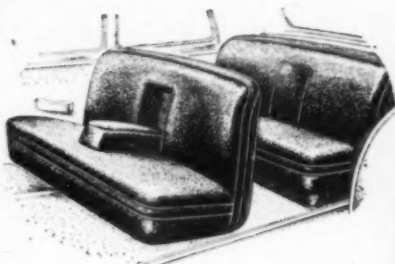
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## INDEX TO ADVERTISEMENTS

<b>AERIALITE, LTD.</b> .....	8	General Electric Co., Ltd.	Edit. 86	Nungane Products, Ltd.	16
Alan & Co., David	84	Girling, Ltd.	Cover II. 22	Nunway Manufacturing Co., Ltd.	4
Allard Motor Co., Ltd.	4	Glanfield Lawrence, Ltd.	41	<b>OLDHAM &amp; SONS, LTD.</b>	7
Amal, Ltd.	Edit. 86	Goodyear Tyre & Rubber Co. (Gt. Brit.), Ltd.	26	<b>P</b>	
Astley, Brook & Co., Ltd.	75	Gregory's of Uxbridge, Ltd.	76	<b>PARTRIDGE WILSON &amp; CO., LTD.</b>	78
Autrosol Co., Ltd.	80	Griffiths & Son, John	6	Perry, Ltd., W. Harold	39
<b>BATH &amp; CO., LTD., T.</b>	12	Grose, Ltd., George	18	Power Petroleum Co., Ltd.	11
Batley, Ltd., Ernest	76	Grose, Ltd., James	8	Premier Motor Policies, Ltd.	73
Bennett, E.	75	<b>HALLS (FINCHLEY), LTD.</b>	39	Price & Son, Ltd., D. W.	75
Berkeley Coachwork, Ltd.	35	Headen, A. E.	75	Pride & Clarke, Ltd.	37
Berry Wiggins & Co., Ltd.	80	Henlys, Ltd.	42	<b>R</b>	
Birkett Motors, Ltd.	39	H.M.F., Ltd.	75	<b>RAWLPLUG PAINT CO.</b>	10
Blanchflower (Kettering), Ltd.	80	Hondaille Hydraulic Suspension Co., Ltd.	81	Regent Oil Co., Ltd.	34
Bray & Co., Ltd., George	83	<b>LUFFE &amp; SONS, LTD.</b>	82	Revvo Castor Co., Ltd., The	14
British Bundy Tubing Co., Ltd.	79	<b>JAGUAR CARS, LTD.</b>	25	Robinson & Co. (Gillingham), Ltd., L.	10
Brown's Garage	40	<b>KENT (COACHBUILDERS), LTD.</b>	75	Robinson, Ltd., Herbert	38
<b>CAMDEN MOTORS, LTD.</b>	36	Key-Leather Co., Ltd.	10	Rootes, Ltd.	83
Car Mart, Ltd.	27	King's Auto	40	Rover Co., Ltd., The	21
Carmo Car Centre	38	K.L.G. Sparking Plugs, Ltd.	33	Rowland Smith (Motors), Ltd.	41
Carris Motors, Ltd.	38	<b>LAMBS, LTD.</b>	40	Ruhbaken Electrical Products	75
Carter & Co., Ltd., B. & F.	75	Lane Accessories	76	Rye, Ltd., Claude	38
Castles Motor Co. (Leicester), Ltd.	8	Lang Overseas, Ltd.	16	<b>SAUNDERS, LTD., H. A.</b>	38
Chapman, Ltd., A. W.	81	Laystall Engineering Co., Ltd.	5	Schrader's Son, A.	32
Chloride Batteries, Ltd.	16	Lippy Wax Sales Organisation	75	Scott, Ltd., Walter	40
Cliffons Service Station, Ltd.	79	Lodge Plugs, Ltd.	Cover IV	Shell-Mex & B.P., Ltd.	23
Cole, Ltd., E. K.	78	<b>MAGDALEN MOTORS</b>	39	Simmonds Aeroccessories, Ltd.	2
Collier & Collier, Ltd.	75	Marble Arch Motor Supplies, Ltd.	38	South Eastern Battery & Elec. Co.	75
Conway Car Accessories, Ltd.	14	Mayfair Garages, Ltd.	41	Standard Motor Co., Ltd.	31
Cooden Engineering, Ltd.	41	Metropolitan-Vickers Electrical Co., Ltd.	77	Stewart & Arden, Ltd.	35
Cornercroft, Ltd.	18	McKinnon Motors, Ltd.	40	Stoneham, F. & E.	78
Coryton, Ltd., J.	Edit. 85	Midland Fan Co., Ltd.	78	Sunbeam-Talbot, Ltd.	20
Cox & Co., Ltd. (R. W.)	12	Montrose Motors	39	<b>T</b>	
Crompton Parkinson, Ltd.	82	Morris Motors, Ltd.	Front Cover	<b>TANKARD &amp; SMITH, LTD.</b>	41
Crypton Equipment, Ltd.	9	Motor Vehicle Dismantlers' Association	76	Tecalemit, Ltd.	1
<b>DAIMLER CO., LTD., THE</b>	24	Motourists, London, Ltd.	38	Tickford, Ltd.	14
Davy, J.	86	<b>NATIONAL BENZOLE, CO., LTD.</b>	50	Turner (Kismet), Ltd., William	19
Delaney Gallay, Ltd.	77	Naylor & Root, Ltd.	37	<b>U</b>	
Denham Service Station	38	Nell & Co. (Sheffield), Ltd., James	75	<b>UNIVERSAL DAMPERS, LTD.</b>	13
Desmo, Ltd.	12	Neo Electrical Industries, Ltd.	75	<b>V</b>	
Dover, Ltd.	6	Newman & Co., George	39	<b>VACUUM OIL CO., LTD.</b>	15
Dunlop Rubber Co., Ltd.	28	Newnham, Ltd.	29, 40	Vandervell Products, Ltd.	17
<b>EDWARDS &amp; CO., LAWRENCE</b>	18	Newton & Bennett, Ltd.	Cover III	Vigol Oil Co., Ltd., The	3
Elite Motors (Tooting), Ltd.	41	Norman & Co., C. G.	75	<b>W</b>	
<b>GALWAY, LTD., ROY</b>	40			<b>WATNEY MOTOR ACCESSORIES CO., LTD.</b>	76
Game, Ltd., A. W.	80			Weathershields, Ltd.	76
General Accident, Fire & Life Assurance Corp., Ltd.	82			Webb Motors, Ltd., Harold	41
				Wico-Pacy Sales Corporation, Ltd.	19
				Wilkin, Ltd., G. W.	Edit. 65
				Witham's Motors, Ltd.	38

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